



Transportation for Livable Communities **WORKS IN PROGRESS**



...building a better Bay Area



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METROPOLITAN
TRANSPORTATION
COMMISSION



² program overview



The intricate connections between transportation and land use are central to the very quality of our lives. And with growth as much a certainty in the San Francisco Bay Area as sunshine, fog and wind, it is essential that these connections be strengthened if we are to avoid increased congestion, decreased mobility and a diminished quality of life.

But what incentives are available for nine counties and 101 cities to coordinate the planning of transportation facilities and land uses? This is the challenge addressed by the Metropolitan Transportation Commission's unique Transportation for Livable Communities (TLC) program.

Introduction

This report provides an overview of TLC's accomplishments and the lessons the Metropolitan Transportation Commission (MTC) — the nine-county San Francisco Bay Area's transportation planning and financing agency — has learned from implementing the program over the past six years. Sixty TLC success stories are profiled here to illustrate how these projects represent the key principles on which the program is founded. The principles stress the importance of community involvement, land-use connections, transportation choices and linkages, and compact communities and community design. MTC believes these principles, when implemented in concert, will stand the test of time as TLC evolves and Bay Area communities mature.

TLC Goals

TLC is about making transportation investments in a way that creates more vital and livable neighborhoods. The goal of TLC is to support community-based transportation projects that:

- are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders;
- improve the range of transportation choices by adding or enhancing pedestrian, transit and/or bicycle facilities, and by strengthening the links between these facilities and between these facilities and major activity nodes;
- support well-designed, high-density housing and mixed-use development that is well served by transit, or will help build the capacity for future transit investment and use;
- support a community's infill or transit-oriented development and neighborhood revitalization activities;
- enhance a community's sense of place and quality of life.

Then and Now

The Commission's adoption of the Transportation/Land-Use Connection Policy in 1996 set into motion an internal process to find a way for MTC — a regional agency designated by the California Legislature to plan the transportation network for the Bay Area — to better coordinate regional transportation planning with local land-use planning and decision-making. The creation of TLC marked the culmination of a multiyear effort involving extensive research, countless interviews with federal, state and local agencies and community-based organizations, and close collaboration with MTC's Advisory Council. MTC officially launched TLC in 1998 to identify and nurture the kinds of community projects necessary to create truly livable places.

MTC administers TLC as a grant program, with funding awarded based on project merit and adherence to TLC criteria. Project sponsors may apply for grants to fund either the planning or the capital construction (in some cases, both) of a TLC-type project. In addition, cities striving to develop housing that is or can be well served by transit may apply for TLC funding under MTC's Housing Incentive Program. These categories are further described below:

- ***Community Design Planning Program:*** funds "bottom-up" community design and planning processes to revitalize existing neighborhoods, downtowns, commercial cores and transit stops and create more pedestrian-, bicycle- and transit-friendly environments;
- ***Capital Program:*** funds transportation infrastructure improvements that encourage pedestrian, bicycle and transit trips and improve pedestrian and bicycle access to transit facilities;
- ***Housing Incentive Program (HIP):*** rewards communities with capital funds when they successfully promote high-density housing and mixed-use developments at transit stops to support transit use. A bonus is awarded for affordable units. HIP funds do not subsidize housing construction, but

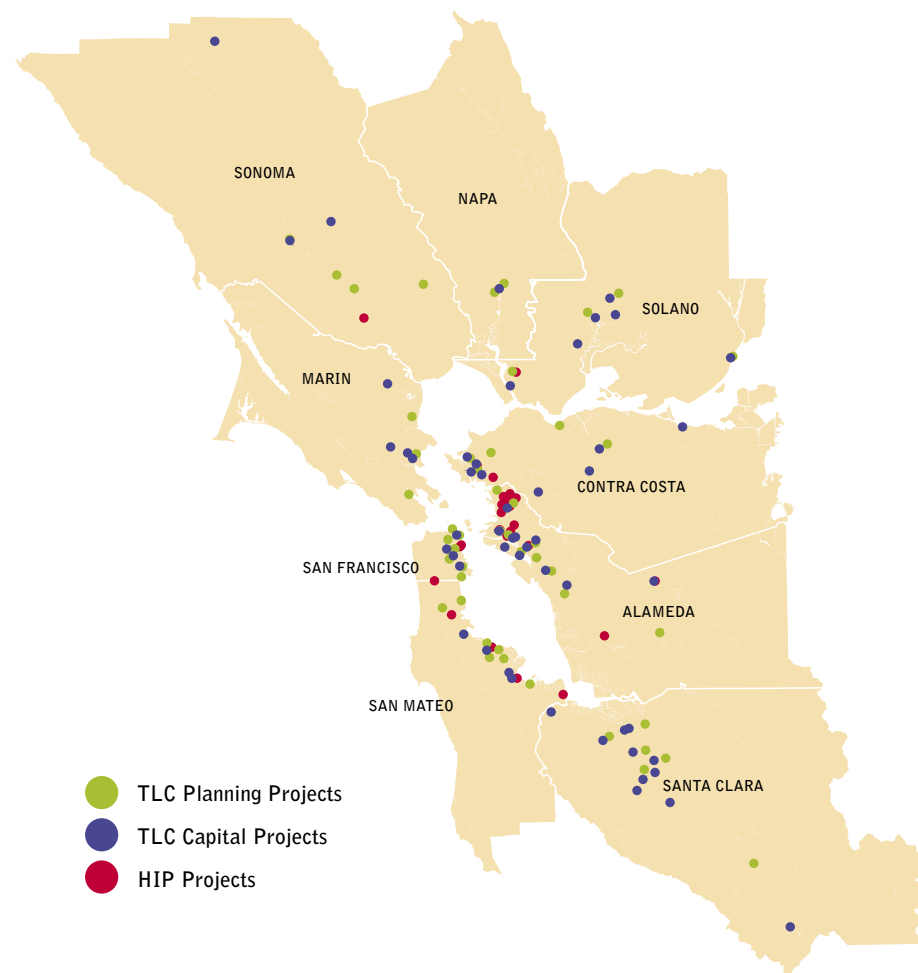
can be used by cities to finance TLC-type transportation improvements anywhere within the community's jurisdiction.

Over the past six years, MTC has programmed close to \$57 million through TLC to 129 community-oriented transportation projects that tighten transportation/land-use connections, and address the needs of pedestrians, bicyclists and transit users. In addition, TLC has proven to be an effective tool in supporting community revitalization activities. As the Bay Area strives to find innovative ways to influence regional growth and development, TLC is a valuable model of how incentives can influence local governments to plan for more sustainable land-use patterns.

How TLC Works

MTC took advantage of the programming flexibility afforded by the Transportation Equity Act for the 21st Century (TEA 21) to distribute federal funds to community-oriented transportation projects. In 1998, the Commission committed \$9 million annually over six years, or \$54 million in Transportation Enhancement Activities (TEA), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds, for the construction of transportation projects identified through TLC. Mindful that many communities do not have adequate resources for community planning, MTC developed both planning and capital components for TLC. Funding for planning grants comes from a combination of state Transportation Development Act (TDA) funds allocated to MTC and federal STP funds (up to \$500,000 annually). To address regional housing needs and maximize transit use, MTC launched a pilot cycle of HIP in 2001 using \$9 million in STP funds from the funding commitment to TLC.

Through FY 2002–03, MTC has spent \$2.2 million in TDA funds on planning projects (including the original four demonstration projects), \$48.6 million in federal funds on capital projects, and \$6.1 million in federal funds on HIP projects.



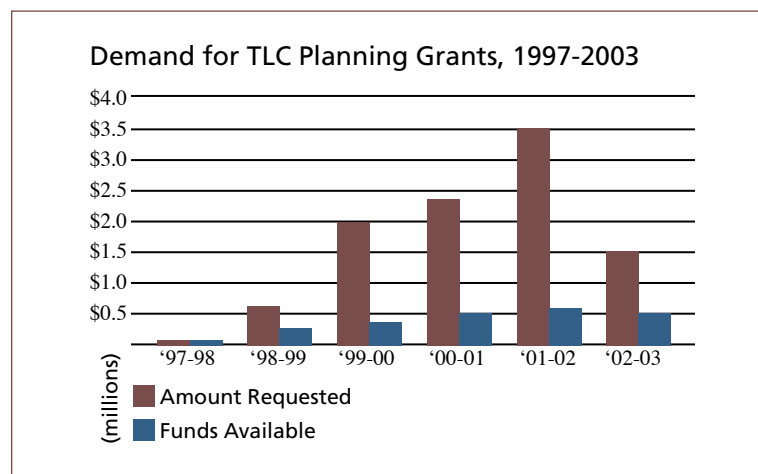
TLC projects are located within downtowns, commercial centers, neighborhoods, and transit corridors, particularly around the urban core. Some projects benefit suburban and rural communities where redevelopment activities are taking place. Most TLC projects are sited in disadvantaged communities around the region. Some \$40 million in TLC funds have been allocated to TLC projects that support improvements to pedestrian facilities — sidewalks, crosswalks, bulb-outs, medians —

while the balance of TLC funds are spent on enhancing or creating new bicycle routes or transit access.

Since its inception, TLC has spurred considerable interest from around the Bay Area, and because of its growing popularity, competition for transportation funds has been keen. Simply stated, the demand for TLC funding far exceeds the supply. A summary of the programming activity for each component of TLC is described below.

Community Design Planning Program

Prior to the full implementation of the TLC program, MTC funded four demonstration community-based planning projects in the 1997–98 funding cycle, totaling \$65,000 in TDA funds. These projects included Oakland’s Acorn-Prescott Neighborhood Transportation Plan, San Francisco’s 16th Street BART Community Plan, Solano County’s Jepson

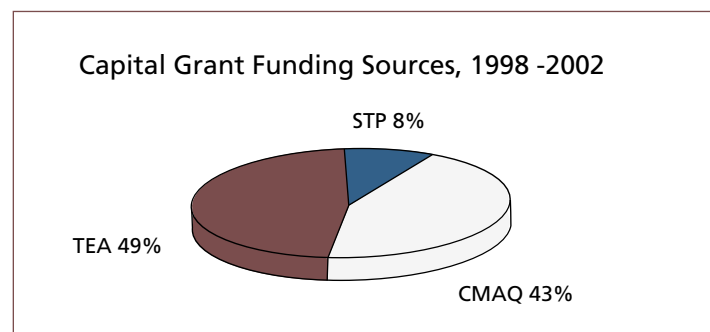
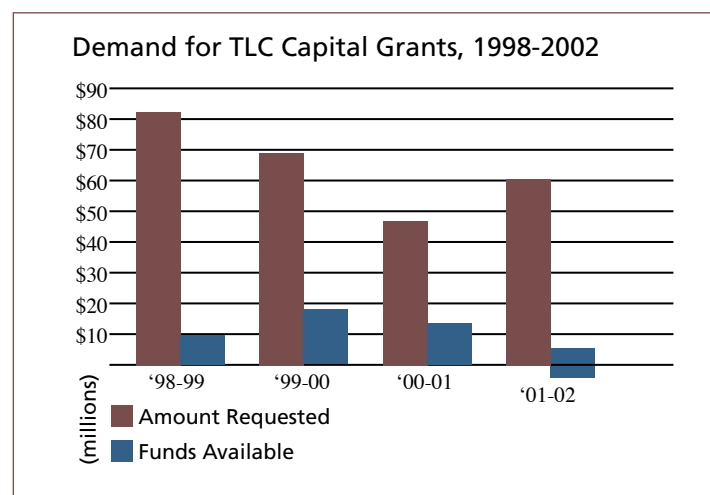


Parkway Concept Plan and Concord’s BART Station/JFK University Design Plan. With the successes of these demonstration projects, MTC launched the planning grants program in 1998, and in the years since then has approved 55 planning grants totaling \$2.1 million in TDA funds to support community-based planning efforts. These projects were selected from among a pool of 220 applications totaling over \$10 million in

requests — a testament to the competitive nature of the planning grants program.

Capital Program

From 1998 to 2002, MTC programmed \$48.6 million in federal TEA, STP and CMAQ funds toward 59 capital projects around the Bay Area. Similar to the TLC planning grants program, TLC capital grants have proven extremely popular and consistently have been oversubscribed, with project sponsors submitting nearly 250 applications totaling \$255 million in requests.



Housing Incentive Program

MTC established HIP in 2001 to support the construction of higher density housing near transit. In the first cycle, 16 jurisdictions submitted 40 project applications to MTC, totaling \$22 million in requests. MTC programmed close to \$9 million in federal STP funds during this pilot cycle.

Local Match

TLC funding is intended to act as seed money to get projects off the ground. In this spirit, MTC has encouraged sponsors to pool their existing funding and leverage TLC dollars with other funding opportunities as they arise. TLC planning sponsors typically provide a 20 percent local match for their community-based planning projects, while TLC capital and HIP sponsors contribute the federally required 11.5 percent local match plus more, depending on the scope and scale of their capital projects. Sources for the local match have been fairly diverse, with sponsors leveraging TLC funds with a mix of State Transportation Improvement Program (STIP) funds, federal community development block grants (CDBG), Housing and Urban Development (HUD) housing grants, transportation/air quality funds, redevelopment tax increment dollars, municipal general funds, transportation sales tax dollars, traffic impact fees and other local funds.

Future Funding Commitments

In the *2001 Regional Transportation Plan* (RTP), MTC declared its commitment to TLC by tripling the size of the program from \$9 million to \$27 million per year. MTC will devote \$18 million for regional-level TLC capital, planning and HIP programs. The remaining \$9 million will be allocated to the nine local congestion management agencies (CMAs) for county-level TLC capital and/or HIP programs based on population share. As part of the *Transportation 2030 Plan* effort (the 2005 update to the RTP), the Commission reaffirmed these funding commitments.

TLC Project Delivery

Community involvement in the local planning and design process takes a lot of time and resources. Due to the multi-source funding arrangements and the need to forge effective partnerships, it typically takes 12 to 24 months to complete a TLC planning project. TLC capital projects routinely take two years for preliminary engineering and one to three years for construction (even longer if the TLC capital project is part of a utility undergrounding project or larger public works initiative). On a HIP project, it may take two years or longer for a housing project to break ground, with a full one to three years for the transportation project funded by HIP to go through preliminary engineering and construction.

Despite the complicated process, the delivery of the TLC planning program has been very successful. To date, 46 TLC planning projects have been completed, and 13 projects are under way. Many have been completed within one year, while a few others have taken longer. Amendments to the project scope to include additional community meetings, perform technical analysis and secure approval by the local governing board have been factors that affected timely project completion.

The delivery of capital projects funded through TLC has been similarly successful. Forty-seven projects funded through the first three cycles of the capital program have met the regional obligation deadline for securing federal funds. The last dozen projects funded through the fourth capital cycle are in the preliminary engineering phase, and are working their way through the federal-aid process. Almost 20 TLC capital projects are now complete, with the remainder to be built over the next two to three years.

Although these projects are being delivered on time and on budget, the sponsors have encountered a number of challenges during the development process, including increased project costs, funding shortfalls, lengthy environmental review, challenges with the federal-aid process, and flexible engineering approaches for pedestrian- and transit-friendly designs.

Progress on delivering HIP projects has been somewhat slower due to market conditions and complex planning processes. To date, 11 cities have advanced their housing projects through the local planning and entitlement process and on to construction. In fact, six housing projects celebrated grand openings, and 12 are slated for or are currently under construction this year. MTC expects to support a total of 2,013 housing units through HIP.

Lessons Learned

MTC and our TLC project sponsors have learned a great deal over the past six years about how to deliver TLC community plans and transportation infrastructure projects. It is clear that:

- Local champions are needed to foster enthusiasm at the local level about promising project ideas that boost community livability, and to guide a project to its completion.
- Partnerships between local governments, transportation service providers and a broad range of community stakeholders are critical throughout the planning, design and delivery of quality community plans and transportation infrastructure improvements.
- Time and commitment from project sponsors and their partners are required to ensure a meaningful community involvement effort, and to work through complex planning activities, finance plans and institutional relationships.
- Innovation and flexibility are needed to challenge conventional planning, design standards and funding arrangements in order to deliver transportation improvements that create inviting pedestrian environments, safe bicycle travel and transit accessibility within our communities.

MTC will apply the many lessons learned as we commence our second wave of TLC programming and project delivery activities. As we move

forward, it is our hope that TLC will continue to be responsive to the diverse needs of Bay Area communities.

TLC Principles

In 1996, the Commission adopted a Transportation/Land-Use Connection Policy that articulated the Commission's desire to support the development of community plans and infrastructure projects that fostered community livability. Key priorities called out in the policy statement include: providing for a range of travel modes; creating an integrated system of streets, transit, and pedestrian and bicycle ways; and ensuring a diversity of land uses accessible to the regional transit network.

The five TLC principles featured in this report are drawn from this policy statement, and thus serve as the foundation for the overall TLC goals and the program's framework. Accordingly, this report is organized around these principles and features TLC projects that exemplify them in practice. It is important to note that the TLC principles are not mutually exclusive, and are often carried out in combination to reap multiple community benefits.

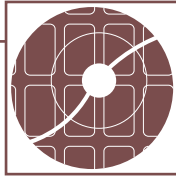
Principle 1



Maximize Community and Stakeholder Involvement

Empowering community stakeholders to become involved in the local planning and decision-making process from start to finish is essential for developing plans and capital projects that reflect community goals and meet community needs.

Principle 2



Integrate Transportation and Land Use

The integration of transportation investments with land-use planning is critical to achieving an efficient transportation system and developing more sustainable land-use patterns.

Principle 3



Provide Transportation Choices and Linkages

Providing a range of viable transportation choices enables people to access jobs, schools, neighborhood services and other daily needs using different travel modes, including walking, biking or taking transit, rather than depending solely on a car.

Principle 4



Encourage Compact Development

Compact development brings people and their activities — such as jobs, shopping and recreation — closer together, allowing more non-automotive travel and establishing the population density necessary to support high-quality transit service.

Principle 5



Support Neighborhood Revitalization and “Placemaking”

Upgrades to physical environments improve the look and feel of a community, and over time, create a stronger sense of place, boost civic pride and promote neighborhood vitality through revitalization efforts.

principle

1



maximize community

A person wearing a dark winter jacket is seen from the side, looking out of a window. The window shows a bright, snowy outdoor scene. The person's face is partially visible in profile.

Building livable communities with a strong sense of place requires involving community stakeholders in the decision-making process from start to finish. While many transportation and land-use planning processes allow for stakeholder input through public hearings at a policy board such as a planning commission or a city council, these opportunities represent only a fraction of the ways in which ideas and concerns can be solicited from the community. Integral to TLC are the partnerships among community members, public agencies and “nontraditional” stakeholders (community-based organizations or nonprofits), and proactive public outreach and involvement activities designed to influence the planning and implementation of a project. MTC rewards project sponsors who demonstrate an inclusive “bottom-up” community planning process, reach out to underrepresented communities and forge true partnerships to build projects that reflect community goals and meet community needs. MTC supports projects that employ innovative planning techniques designed to encourage active community participation, such as walking tours, design charrettes, community visioning exercises, project Web sites and multilingual project materials.

and stakeholder involvement

First and Second Streets Neighborhood Plan

Napa



PROPOSED



EXISTING

The neighborhood flanked by First and Second streets is a vibrant neighborhood that links commercial and historic downtown Napa to Highway 29. The city of Napa had been working with a core group of residents and business owners to underground the overhead utilities. As the discussion evolved, the stakeholders expressed a desire to improve the streetscape to beautify the neighborhood and calm traffic to improve pedestrian and bicycle safety. With a TLC planning grant, the city embarked on developing an integrated streetscape, traffic calming and utility undergrounding plan. Through a series of four community workshops, a community plan was developed reflecting the community's interest in enhancing the livability of their neighborhood. Traffic calming measures included bulb-outs at intersections on both streets, traffic tables (flattened speed bumps) at key intersections on Second Street, and street width reductions to increase "friction" and slow traffic. Pedestrian and bicycle safety measures consisted of shorter crosswalks (through use of bulb-outs) and wider planter strips separating pedestrians from vehicular traffic. Traditionally styled street furniture such as lampposts, transit stop amenities, street lights and gateway elements that create a welcoming entrance reflect the neighborhood's goal of preserving its heritage and enhancing its livability.



COMMUNITY MEETING

Community Involvement — With the assistance of a design firm, the city was able to solicit community input through four workshops, and to prioritize the neighborhood's interests, establish goals and build consensus on a design strategy.

Neighborhood Revitalization and Placemaking — The plan identifies key capital improvements that address the neighborhood's desires to enhance pedestrian/bicycle safety, reduce vehicle speeds, maintain on-street parking, provide adequate capacity for traffic and emergency vehicles and enhance the livability of the neighborhood.

FUNDING

TLC Planning Grant: \$60,000

Local Match: \$60,000

PARTNERS

City of Napa

Napa Redevelopment Agency



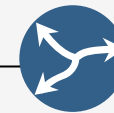
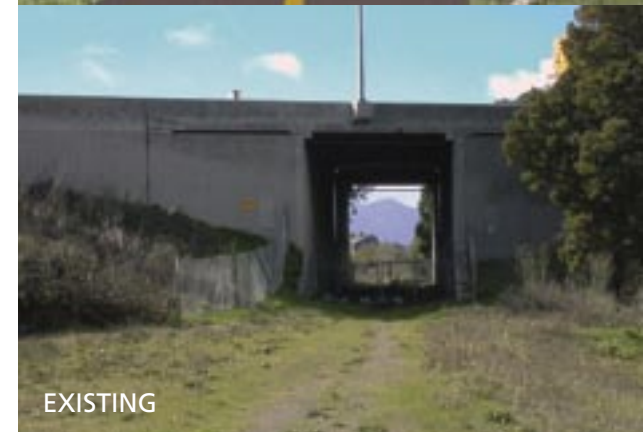
Central Richmond Greenway and Bikeway

Richmond

Led by two community-based organizations, a master plan for a 2.5-mile multi-use trail along an abandoned railroad right of way that runs through central Richmond was developed with the help of a TLC planning grant. A 27-member committee conceptualized an improved bicycle and pedestrian trail that connects the Bay Trail on the west end of Richmond to the Ohlone Greenway Trail in El Cerrito, and includes playfields, plazas, restored riparian habitat, gardens and landscaping. The long-awaited project marks the first such conversion of old railroad routes in the city. When completed, the trail will link local and regional parks, existing trails, several schools, the Richmond BART-Amtrak station and Richmond's downtown commercial core. Several existing and planned housing projects, including a revitalized HOPE VI affordable housing project adjacent to the BART station, also will be served by the trail. The trail will include a 10- to 12-foot-wide paved bicycle/pedestrian path, enhanced intersection crossing signage, signals, curb cuts, landscaping and amenities such as bike racks and benches. The construction of the trail is set to start with the help of a TLC capital grant.

Community Involvement — The project was spearheaded by the Rails-to-Trails Conservancy, a national trails advocacy organization, and CYCLE, a community-based organization providing job training and employment opportunities to Richmond's youth, and included participation from a broad range of young and old residents, bicyclists and hikers, renters and property owners, and open space advocates. The project leaders also held "roving" meetings by setting up information tables in public locations around the city, such as shopping centers, the Richmond BART-Amtrak station and the YMCA, to solicit input from stakeholders not likely to attend formal meetings.

Transportation Choices and Linkages — The trail improvements will provide choices for Richmond residents as they travel to school or shopping, allowing convenient, safe travel by bike or by foot. In addition, the greenway will link directly with other regional trails, including the San Francisco Bay Trail and the Ohlone Greenway, and will link to the Richmond BART-Amtrak station, connecting residents to the Bay Area's larger transportation network.



FUNDING

TLC Planning Grant: \$50,000

Local Match: \$48,000

TLC Capital Grant: \$1,900,000

Local Match: \$1,700,000

PARTNERS

Rails-to-Trails Conservancy

Community Youth Council
for Leadership and
Education (CYCLE)

City of Richmond



AFTER

Adeline Corridor Pedestrian/Bicycle Improvements Berkeley

A thriving, pedestrian-oriented commercial corridor depends on safe, pleasant paths of travel for both pedestrians and bicyclists. The city of Berkeley and the Adeline/Alcatraz Merchants Association were committed to improving bicycle and pedestrian access along the Adeline Street commercial corridor in South Berkeley and improving the retail corridor's connection to the Ashby BART station. Adeline Street had been designed to facilitate traffic flow through wide travel lanes with minimal pedestrian and bicycle amenities, making it unfriendly to pedestrian and bicycle travel. With the help of a TLC capital grant, the city implemented a series of improvements, including well-marked and lighted crosswalks, street trees, pedestrian-scaled lights, bollards, crosswalk "chirpers" for the visually impaired, and four new bus shelters at the Ashby BART station. These improvements work together to delineate a clear and inviting path of travel from the BART station to the retail district and help connect a number of retail nodes along the corridor. They also will support the planned Ed Roberts Campus, headquarters for several organizations serving the disabled, which will be built on the BART surface parking lot.



AFTER

FUNDING

TLC Capital Grant: \$1,000,000

Local Match: \$130,000

PARTNERS

City of Berkeley

Adeline/Alcatraz Merchants
Association



Community Involvement — The Adeline/Alcatraz Merchants Association worked hand-in-hand with the city to pursue a TLC capital grant to fund improvements identified in the South Berkeley Action Plan. The Action Plan was developed during bi-monthly association meetings, where merchants, business leaders, residents of a nearby senior living facility, city officials and other community leaders identified community concerns, strategies to promote economic development, and measures to increase public safety and neighborhood circulation in South Berkeley.

Transportation Choices and Linkages — The improvements to the Adeline Corridor create a network of transportation options, linking AC Transit, BART and pedestrian and bike facilities. The South Berkeley retail district benefits from these improved linkages, as foot and bicycle travel increase the customer base for neighborhood businesses.

Fruitvale Community Plaza and Street Redesign

Oakland

The segment of International Boulevard that runs through Oakland's Fruitvale neighborhood is served by two of AC Transit's most heavily used bus lines and carries significant volumes of local traffic traveling at high speeds. To calm traffic, improve pedestrian safety and transit use, and provide linkages between the Fruitvale



neighborhood and the Fruitvale BART station, the Unity Council, a community-based organization, collaborated with the city of Oakland and key neighborhood stakeholders to create the Fruitvale Streets Design Plan. The plan calls for improving the streetscape within the project area, retrofitting two blocks of International Boulevard with a center median, and constructing a community plaza at 34th Avenue. The city later was awarded a TLC capital grant to help pay for these improvements. Most significantly, these improvements also serve the Fruitvale Village, a new high-density, mixed-use transit-oriented development at the Fruitvale BART station.

Community Involvement — The city of Oakland and the Unity Council implemented an extensive community outreach process for the street design plan, engaging a wide variety of stakeholders, including residents, merchants, transit riders, seniors and local youth. In addition, the partners conducted more than 400 surveys in English and Spanish to get the local on-site design preferences of community stakeholders.

Land-Use Connections — The Fruitvale Development Corporation recently celebrated the grand opening of the \$100 million Fruitvale Village. The development includes high-density, market-rate and affordable housing, stores and restaurants, and community services such as a health clinic, childcare and a branch of the Oakland Public Library. Streetscape improvements funded by TLC are helping to transform the area into a truly transit-oriented neighborhood, linking the existing transportation infrastructure to the area's new and existing land uses.



FUNDING

TLC Planning Grant: \$35,000

TLC Capital Grant: \$2,000,000

Local Match: \$260,000

PARTNERS

City of Oakland

Unity Council

AC Transit



PROPOSED



EXISTING

Coliseum BART Transit Hub Improvements Oakland

The Bay Area Rapid Transit District (BART) led an East Oakland community planning effort to address public safety issues at and around the Coliseum BART station, using “Crime Prevention Through Environmental Design” planning tools. The process identified capital improvements to the Coliseum BART station that will enhance patrons’ feelings of personal safety and promote better bus and rail transit and pedestrian access from the surrounding residential neighborhood and commercial/industrial district. New sidewalks, pedestrian-scale lighting and landscape buffers will be installed on San Leandro Street to make the area more walkable. A new passenger drop-off zone, enhanced crosswalks with pedestrian signals, relocated AC Transit bus stops and surveillance cameras are planned near the entrance of the Coliseum BART station. These improvements support a number of ongoing community development efforts, including the current rebuilding of the Coliseum Gardens affordable housing development and long-term plans for a transit village on the existing BART parking lot. Other planned improvements include a new Amtrak Capitol Corridor station to be built adjacent to the Oakland Coliseum, an AC Transit and BART intermodal transit center on San Leandro Street, and the Coliseum BART-Oakland International Airport rail connector.



FUNDING

TLC Planning Grant: \$35,000

Local Match: \$15,000

TLC Capital Grant: \$1,000,000

Local Match: \$1,040,000

PARTNERS

BART

City of Oakland

Oakland Housing Authority

Station Area Improvement

Planning Task Force



Community Involvement — Two public workshops — including a field reconnaissance and walking tour to photographically document the existing conditions — were organized to identify public safety issues around the Coliseum BART station and to discuss potential infrastructure improvements. Additional input from local business owners and residents was gathered at Coliseum Commerce Center Advisory Committee meetings and the regularly scheduled quarterly community meetings of Oakland City Councilmember Larry Reid.



Compact Development — This project will serve the revitalized Coliseum Gardens housing development and sets the stage for a planned high-density housing and mixed-use development at the BART station. More than 300 new residential units are envisioned, as well as a new public school and soccer field, and an office complex and commercial center with about 1 million square feet of space.



Transportation Choices and Linkages — Several AC Transit lines directly connect to the Coliseum BART station, AirBART shuttles provide shuttle service to the Oakland International Airport and a new Amtrak station is in the works.



Park Street District Improvements

Alameda

Park Street is the transportation artery that carries traffic headed for downtown Alameda and funnels traffic to other destinations in central Alameda. As a state-certified “Main Street City,” the city wished to use the traditional small-town “Main Street” approach to revitalize Park Street. The city and its partners undertook a master plan effort to transition the Park Street District into a walkable downtown, friendly to both pedestrian and transit users, with an inviting streetscape, a transit hub with shelters and benches, and a vibrant downtown with a logically planned town center and strong mix of retail, commercial and residential uses. The master



plan calls for streetscape improvements, traffic calming and transit amenities. Park Street will be retrofitted with curb extensions that will visually narrow the street, help slow traffic, and enhance the pedestrian and transit environment by reducing crossing distances and providing transit stop amenities. In addition, Santa Clara Avenue will be transformed into a transit hub with a prominent transit bulb-out for buses at its intersection with Park Street. Street trees will be planted and pedestrian-scaled lighting and bicycle racks will be constructed along Park Street.

Community Involvement — When a major developer considered buying a large portion of Park Street, a grass-roots movement mobilized to talk about the future of Park Street. Although the developer’s plans did not materialize, the community’s dialogue had just begun, and continued through a visioning and design process for Park Street that was supported by a TLC planning grant. A citizen-based Streetscape Committee and city-staffed Technical Advisory Committee were formed to provide oversight for the planning and community involvement effort for the Park Street streetscape improvements and the creation of a civic plaza or town center in the downtown.

Neighborhood Revitalization and Placemaking — The new street trees, pedestrian and transit bulbs, cross-walk treatments and pedestrian-scaled lighting to be constructed on Park Street and Santa Clara Avenue will help to create not only a walkable and transit-friendly environment for these streets, but also a distinct “Main Street” identity for Park Street.



FUNDING

TLC Planning Grant: \$45,000

Local Match: \$60,000

TLC Capital Grant: \$921,000

Local Match: \$500,000

PARTNERS

City of Alameda

Park Street Business Association

16th Street BART Plaza Redesign

San Francisco

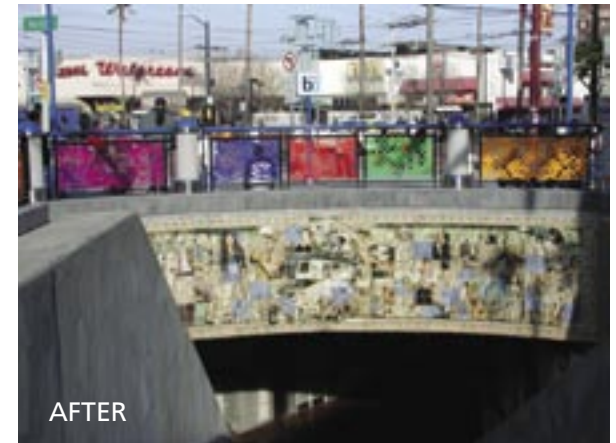
In response to concerns about safety and access at the two 16th Street BART station plazas in San Francisco's Mission District, community members teamed with transportation and planning professionals to share experiences and identify solutions. With the goal of making the Mission District more livable, the planning effort focused on ways to increase accessibility, improve visibility and encourage a diverse range of activities on the station's transit plazas. According to the community plan, clear paths of travel will be created along the sidewalks and leading up to the BART entrances. Visual and physical barriers such as fences and unnecessary walls that restrict foot traffic in the plazas will be removed and replaced with seating and tables, vendors, public art, bicycle storage facilities, bus canopies and a community information board. To improve connectivity and make the area more inviting, landscaping and a new diagonal pedestrian crossing will help link the two plazas, and the open space will provide a place for community activities. BART was later awarded TLC capital grants to reconstruct the southwest plaza (completed in 2003) and the northeast plaza (in progress).



AFTER



BEFORE



AFTER

FUNDING

TLC Planning Grant: \$25,000

TLC Capital Grants: \$3,000,000

Local Match: \$5,000,000

PARTNERS

BART

Mission Housing
Development Corporation

Urban Ecology

San Francisco County
Transportation Authority

City and County of
San Francisco



Community Involvement — The design plan is the result of a nine-month process that involved more than 100 people and organizations who actively participated in focus groups, multilingual community workshops and surveys.



Land-Use Connections — In conjunction with this project, two affordable housing developments have been built in the station's immediate vicinity. There also is the potential for the development of more than 2.3 million square feet of residential and/or office space within a quarter mile of the station. Redevelopment also is expected to take place along the Mission Street corridor from 15th Street to 25th Street.



Transportation Choices and Linkages — The intersection of 16th and Mission streets is not only the location of the BART station, but also a transportation node for several San Francisco Municipal Railway (Muni) bus lines. The transit plaza improvements will help commuters — especially the thousands of low-income people who depend on public transit for their mobility — to more easily reach an array of much-needed public transit options.



Broadway Pedestrian Enhancements

San Francisco

San Francisco's Broadway leads from the waterfront to the popular Chinatown and North Beach neighborhoods. Pedestrian travel along the corridor is often unpleasant and unsafe because of sidewalk clutter and heavy traffic. Lower Broadway has several large vacant parcels that were formerly freeway on- and off-ramps, and has very few pedestrian amenities. Residents and business and property owners along Broadway came together to plan improvements to the corridor, and to better link the North Beach and Chinatown neighborhoods with the waterfront Embarcadero, a corridor well served by transit and pedestrian amenities. After



a series of focus groups, community workshops and a field walk, the Broadway Streetscape Improvements Plan, underwritten by a TLC planning grant, was prepared. The city successfully secured a TLC capital grant to help pay for an initial phase of improvements between Montgomery and Battery streets, including pedestrian bulb-outs at intersections, concrete parking bays to match the sidewalk, pedestrian-scaled lighting, street trees and benches. This project will provide much-needed pedestrian safety improvements, traffic calming and streetscape enhancements along Broadway.

Community Involvement — To solicit public input on the streetscape plan for Broadway, four community meetings were held in North Beach and Chinatown with property owners, residents, merchants and other community members, and several focus groups were convened with area merchants and business and neighborhood associations. A field walk to better familiarize the participants with the Broadway project area also took place.

Neighborhood Revitalization and Placemaking — The Broadway streetscape will serve as a pedestrian-friendly gateway leading visitors from San Francisco's waterfront to the North Beach and Chinatown neighborhoods, two of the city's most popular destinations. Currently the street feels cut in two, with the lower Broadway corridor having little connection to the vitality of the upper Broadway segment, which is closer to North Beach and Chinatown. A well-defined pedestrian corridor will help draw pedestrians from the busy Embarcadero up Broadway and into North Beach and Chinatown.



FUNDING

TLC Planning Grant: \$35,000

TLC Capital Grant: \$1,000,000

Local Match: \$1,200,000

PARTNERS

San Francisco Department of Public Works

Chinatown Community Development Center

North Beach Chamber of Commerce

Pioneer Park Access Improvements

San Francisco

With the completion of Coit Tower in 1933, the visitor and automobile traffic around Pioneer Park — which surrounds the landmark — increased considerably. While paths and terraces were recommended to safeguard pedestrian use of Pioneer Park, no such improvements were made for over 65 years. The Pioneer Park Project evolved from the work of several community groups, including the Telegraph Hill Dwellers, San Francisco Beautiful and the San Francisco Foundation. Working in close collaboration with city agencies, the Pioneer Park Project received a big boost through a TLC capital grant to implement the long-awaited pedestrian improvements. The improvements include new lighting, clearly marked crosswalks, lower speed limits and dedicated pedestrian routes. These improvements slow the drivers who had a tendency to speed through the park. In addition, Americans With Disabilities Act (ADA) requirements were met for parking, restrooms and curbs. The TLC capital grant, combined with the tireless efforts of local residents, has rejuvenated Pioneer Park, a treasured community resource for San Francisco, particularly for residents of the Telegraph Hill, North Beach and Chinatown neighborhoods.



EXISTING

AFTER

FUNDING

TLC Capital Grant: \$350,000

Local Match: \$46,000

PARTNERS

Pioneer Park Project

San Francisco Department of
Public Works



Community Involvement — The Pioneer Park Project is an example of a true private/public partnership. The project is a result of the work of a core group of volunteers, local businesses and private community organizations working and collaborating with San Francisco's Public Works and Recreation and Parks departments. Volunteers have spent over 11,000 hours on the project since 1995. Businesses have contributed financial and in-kind contributions. The city has devoted its staff and financial resources toward this project.

Neighborhood Revitalization and Placemaking — Improvements to Pioneer Park were conducted with the interests of pedestrians as the priority. Traffic calming measures, such as prominent speed limit signs and enhanced crosswalks, were integrated into the project in order to maximize the sense of safety and comfort for pedestrian patrons of the park.

North Central Livable Streets Plan

San Mateo



The Livable Streets Plan — intended to guide future capital improvements in San Mateo’s North Central area — is the result of a planning effort by the city and its community partners to establish streetscape and roadway design guidelines; improve pedestrian, bicycle and vehicle access; increase transit ridership; and provide opportunities for civic engagement. Improvements target some of the busiest corridors in the area, including Delaware, Tilton and Grant streets. The conceptual design reinforces the “Main Street” character of Delaware Street as

the arterial spine of the neighborhood and primary connector to other parts of the city. Other key objectives were to increase the perceived buffer between heavy street traffic and adjacent houses, and to provide convenient bus waiting areas. The design calls for closely spaced street trees and dense planting within the planter strips, and minimum five-foot sidewalks, with 10-foot sidewalks near bus stops. Design concepts for narrow Tilton Street would permit parking within a specially paved zone, and provide Grant Street with streetlights, bulb-outs to slow traffic, and new trees to provide an attractive canopy and buffer pedestrians from the streets.

Community Involvement — A large team of resident volunteers and city staff performed an initial survey of the three study streets to identify potential problems and opportunities in the area. In addition, the city of San Mateo held two community workshops, during which North Central neighborhood residents participated in surveys and voiced their opinions to identify problems, suggest improvements, discuss conceptual designs and offer feedback.

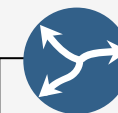
Transportation Choices and Linkages — Improvements to Delaware, Tilton and Grant streets will ease pedestrian, bicycle and vehicle travel to other neighborhoods, downtown and the nearby Caltrain station. These linkages will be further enhanced through new lighting, clearly demarcated pedestrian crosswalks and bicycle lanes, landscape buffers, and improved bus shelters and waiting area facilities at SamTrans stops.



EXISTING



EXISTING



FUNDING

TLC Planning Grant: \$25,000

Local Match: \$15,500

PARTNERS

City of San Mateo

Livable Streets Advisory Committee

North Central Goal Directed Action Team

Home Association of North Central San Mateo

Human Investment Project

SamTrans



EXISTING



EXISTING

Medway/Canal Enhancements San Rafael

The corridor formed by Francisco Boulevard East, Medway Road, Canal Street and Belvedere Street is the hub of urban life in San Rafael's Canal neighborhood, an ethnically diverse community of more than 11,000 residents. Three of Golden Gate Transit's most heavily used bus routes — serving more than 5,400 riders a day — traverse the corridor, along with a mix of vehicles, school buses, pedestrians and bicyclists. Congestion, overcrowding and deteriorating infrastructure threaten the vitality of the corridor. The city-sponsored Canal Voice community planning effort looked at pedestrian, bicycle and vehicular circulation and safety issues in and around the corridor, and identified ways to enhance the Canal's sense of community.

The planning study resulted in alternatives that integrate the needs of pedestrians, bicyclists and vehicles by widening sidewalks, narrowing travel lanes and shortening crosswalks. It also envisions transforming the Medway/Canal/Belvedere intersection into an attractive gateway through landscaping, lighting and public art so that it can function as a community gathering place. The study established an overall design concept for the area that reflects local needs. The city was awarded a TLC capital grant to build the preferred alternative.



PROPOSED

FUNDING

TLC Planning Grant: \$10,000

Local Match: \$10,000

TLC Capital Grant: \$900,000

Local Match: \$250,000

PARTNERS

City of San Rafael

Medway/Canal Advisory
Committee



Community Involvement — More than 1,200 multilingual project questionnaires and flyers were distributed to local schools, businesses and apartment buildings; two multilingual on-site community meetings were conducted; and a separate work session for local merchants and property owners was held to further refine issues identified during Canal Voice.

Neighborhood Revitalization and Placemaking — The design strategies seek to integrate the needs of vehicles with those of pedestrians, bicyclists and transit riders and to reflect the community's vision for the Canal neighborhood. Sidewalk widening and bulb-outs offer increased safety and pedestrian mobility; landscaping, improved lighting, street amenities and signage will calm traffic; and physical improvements to sidewalks and streets will increase the already high volume of pedestrian, bicycle and transit trips.

Street Smart Sebastopol

Sebastopol

Growing traffic on Highways 116 and 12 threatens the quality of life for the community of Sebastopol. Residents fought to change the vehicle-dominated highways and arterials into more walkable small-town main streets with the same capacity as currently but with lower speeds, safer crossings and better access for pedestrians, bicyclists and transit users. With the assistance of Walkable Communities, Inc., the city of Sebastopol and a citizen committee led a four-day citizens' workshop that included focus groups, walking audits, prioritization of issues and extensive design charrettes.

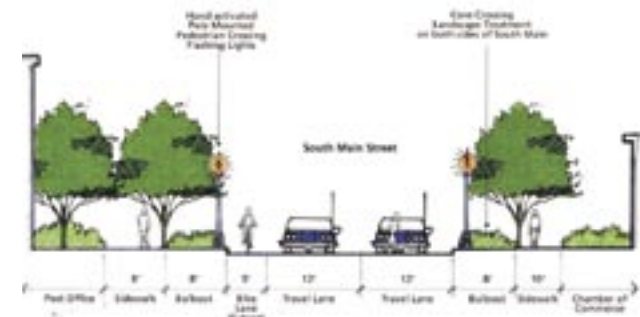


COMMUNITY MEETING

More than 150 residents participated in the "street smart" planning process, which identified a series of improvements to calm traffic and create a more pedestrian- and bicycle-friendly environment. The citizen advisory committee subsequently identified 20 high-priority projects, and the city was later awarded a TLC capital grant to implement a subset of these improvements. The improvements are intended to help catalyze further community revitalization efforts throughout the city by making the downtown an attractive place to live, work and visit.

Community Involvement — More than 150 Sebastopol residents took part in a series of focus groups, visual priorities, design studios and public presentations to develop a transportation vision that creates a sense of place and better balances the needs of cars, pedestrians and bicyclists downtown.

Transportation Choices and Linkages — The initial phase of improvements focuses on "pedestrians first." Intersections will be reconfigured to enhance pedestrian safety while retaining acceptable vehicular traffic flow. Entrances to the city at its edge and to the downtown will be marked by overhead pedestrian-crossing flashing lights, bulb-outs to reduce crossing distances, and landscape treatments to define a gateway into the downtown. A long-awaited signalized pedestrian crossing on Petaluma Avenue at the Joe Rodota Trail is part of the planned improvements.



PROPOSED



EXISTING



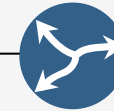
FUNDING

TLC Planning Grant: \$20,000

Local Match: \$5,000

TLC Capital Grant: \$500,000

Local Match: \$65,000



PARTNERS

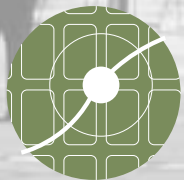
City of Sebastopol

Street Smart Sebastopol Citizens
Advisory Committee



principle

2



integrate transportation

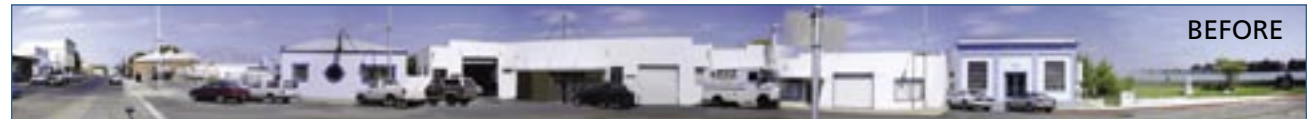


The integration of transportation investments with land-use planning is critical to achieving an efficient transportation system and developing more sustainable land-use patterns. Providing adequate pedestrian, bicycle and transit facilities increases the range of transportation options in a community and can reduce automobile use. And nonmotorized transportation alternatives become more attractive and viable when supported by appropriate land uses. For example, expansion of transit service is most cost-effective in high-density areas that can provide substantial numbers of riders. Having a safe and attractive pathway to walk between a housing development and a bus stop can encourage pedestrian and transit trips. TLC promotes the integration of transportation and land use by funding transportation infrastructure improvements that are part of a community's larger land-use planning activities. Projects are selected based on how well they support development activities and how well they are integrated into the overall community design and planning context.

and land use

Rio Vista Waterfront Plan and Main Street Revitalization

Rio Vista



FUNDING
 TLC Planning Grant: \$15,000
 Local Match: \$15,000
 TLC Capital Grant: \$650,000
 Local Match: \$233,000

SPONSOR
 City of Rio Vista



Land-Use Connections — The potential for private development and redevelopment of the Sacramento River waterfront area is tremendous, particularly as the city's Highway 12/Main Street commercial district continues to prosper, and as the population and housing needs of Rio Vista grow. The Waterfront Plan enabled the city to evaluate several development scenarios for mixing land uses, including housing, and explore how they can be integrated into the future development of the area.



Community Involvement — For the Rio Vista Waterfront Plan, two well-attended public workshops and two landowner stakeholder meetings resulted in community recommendations for a pedestrian/bicycle trail to provide improved public access to the Sacramento River and fostered strong public interest in redeveloping the waterfront. In addition, the Main Street improvement ideas were the outcome of two public workshops, one of which was an all-day meeting that involved city staff, residents, downtown business and property owners, and the Chamber of Commerce.



Main Street and Driftwood Drive Pedestrian Enhancements

Suisun City

Suisun City's Main Street is the backbone of its revitalized downtown and waterfront area, providing support to the downtown commercial district, residential neighborhoods, Suisun/Fairfield Amtrak station, and redevelopment opportunities such as the new residential developments east of Suisun Slough. The city used two TLC capital grants to improve Main Street and Driftwood Drive and make it easier for the community and visitors to walk or bike through downtown Suisun City.



The improvements include new pedestrian walkways, drinking fountains, street trees and lighting along Main Street, between the downtown and the Amtrak station. Traffic calming tools also were implemented, including distinctive brick pavers at key crosswalks, and bollards to restrict vehicle access to Driftwood Drive. These improvements increase mobility within Suisun City, and link residents to the regional transportation network via the Amtrak station. Taken together, the pedestrian enhancements on Main Street and Driftwood Drive also create a strong sense of place in Suisun City.

Land-Use Connections — The improvements to Main Street and Driftwood Drive create pedestrian and bicycle links between some of Suisun's most significant land uses. Now pedestrians and bicyclists can travel easily and safely between the historic downtown, a new office development on Driftwood Drive, and a large housing development near Suisun City Hall.

Transportation Choices and Linkages — Pedestrians and bicyclists who travel through downtown Suisun City may directly access the city's Amtrak station, as well as link to the Highway 12 pedestrian/bicycle trail.



FUNDING

TLC Capital Grants: \$545,000

Local Match: \$70,600

SPONSOR

City of Suisun City

Sereno Village Apartments Vallejo



Sereno Village Apartments is a 125-unit affordable apartment complex developed by two nonprofits: Citizens Housing Corporation of San Francisco and Affordable Housing Affiliation of Solano County. The complex was designed and built in conjunction with the Sereno Transit Center (see page 41), which is being constructed along the property frontage. The apartments stretch from Sereno Avenue to the adjacent shopping center.

Sereno Village residents will be within walking distance of the bus facility and a high concentration of shopping and services along Sonoma Boulevard. Services in the area include offices, grocery stores and other retail outlets, a sports gym and numerous restaurants. Both the housing and bus transit center projects support the city's efforts to improve transit and provide affordable housing near transit for low-income families.

The city of Vallejo will use the HIP funds to pay for pedestrian and transit access improvements at the Sereno Transit Center.



FUNDING

HIP Grant: \$382,500

Local Match: \$49,600

HIP RECIPIENT

City of Vallejo

PROJECT FACTS

Total Housing Units: 125

Market-Rate Bedrooms: 0

Affordable Bedrooms: 255

Total Units Per Acre: 25



Land-Use Connections — The city of Vallejo and Citizen's Housing Association lead a planning effort to closely coordinate the development of the bus transit facility with the new affordable housing, as well as identify future land uses to form a successful transit village.



Transportation Choices and Linkages — Residents of the Sereno Village Apartments have direct transit access to the adjacent Sereno Bus Transit Center, and are within walking distance of nearby shopping, jobs and recreational facilities.



Concord BART Access Improvements

Concord

The city of Concord and John F. Kennedy (JFK) University partnered with BART to improve the area surrounding the Concord BART station, making travel for transit users, bicyclists and pedestrians more convenient and attractive. With a TLC planning grant, the project partners held a number of planning workshops to assess existing conditions and identify strategies for better linking the BART station with the downtown and with JFK University, in part by placing an attractive BART plaza in front of the station. Using TLC capital funds, BART and the city widened the sidewalks leading to the BART station, created a canopy of street trees and added pedestrian-scaled streetlights. These streetscape improvements link directly with an improved streetscape in Concord's downtown, creating a clear pedestrian path from the BART station to the commercial core. In addition, BART redesigned the plaza in front of the station, adding seating, landscaping and directional kiosks to help transit users get to local destinations such as JFK University and downtown Concord.



AFTER

Land-Use Connections — The Concord BART station area is ripe for development, and the new streetscape leading to the station and its reconfigured plaza will help users more easily travel to and from the BART station to nearby destinations, including JFK University, new apartments, and downtown businesses and residential neighborhoods. These improvements create a greater sense of cohesion between BART and Concord's commercial core, signifying a distinct transit-oriented community.

Neighborhood Revitalization and Placemaking — Reconfiguring the central north BART parking lot and removing the through street that runs in front of the station helped improve internal circulation, calm traffic and make the area safer for pedestrians and bicyclists. Additionally, the enhanced public plaza fronting the station creates an inviting environment for transit users, featuring numerous amenities such as bike racks, benches, maps and information kiosks, and improved lighting and landscaping.



AFTER



BEFORE



FUNDING

TLC Planning Grant: \$5,000

TLC Capital Grant: \$500,000

Local Match: \$65,000



PARTNERS

BART

City of Concord

John F. Kennedy University





EXISTING



PROPOSED

FUNDING

HIP Grant: \$865,500

Local Match: \$112,100

HIP RECIPIENT

Richmond Redevelopment
Agency

PROJECT FACTS

Total Housing Units: 231

Market-Rate Bedrooms: 348

Affordable Bedrooms: 345

Total Units Per Acre: 25



Richmond Transit Village*

Richmond

The Richmond Transit Village is a mixed-use development that combines 231 affordable for-sale housing units, transit, a cultural arts facility and retail shops into a unique project that will increase homeownership opportunities and enhance the quality of life in Richmond. The site is just west of historic downtown Richmond and near the city's economically distressed "Iron Triangle" neighborhood. Over the past few years, the Richmond Redevelopment Agency has engaged in an intensive planning and community-building effort to select a master developer, The Olson Company, and reach consensus on the site plan and development proposal. The transit village project involves making improvements to the station platform at the Richmond BART-Amtrak station, creating a pedestrian plaza at the station, relocating surface parking into a parking structure and constructing affordable townhouse and live/work units.



PROPOSED

The Richmond Redevelopment Agency will use the HIP dollars to fund transit and pedestrian access improvements at the transit village.

Land-Use Connections — The Richmond Redevelopment Agency took a bold step to revitalize the Richmond BART-Amtrak station area with affordable housing, retail and cultural facilities, bringing new land uses closer to an important transit node.

Transportation Choices and Linkages — The Richmond BART-Amtrak station will be retrofitted with a new TLC-funded pedestrian plaza at the station entrance, and further enhanced with related HIP-funded transit and pedestrian access improvements in the station area.

Mandela Gateway Gardens*

Oakland

The collapse of the Cypress Freeway in the 1989 Loma Prieta earthquake, the rebuilding of the freeway in a new location, and regional development pressures of the 1990s have had a tremendous impact on the West Oakland neighborhood. In 1998, local stakeholders engaged in a community process to proactively plan their neighborhood's future. The first products to emerge were a comprehensive transit village study for the West Oakland BART station area and a plan to replace distressed public housing across from the station. The Oakland Housing Authority and BRIDGE Housing Corporation led the HOPE VI neighborhood revitalization effort of the Mandela Gateway Gardens housing development. Integrating transit village design principles and capitalizing on the benefits

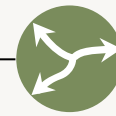
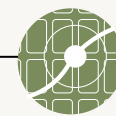
of the adjacent BART station, Mandela Gateway Gardens will include a significant retail component facing the BART station along Seventh Street, plus a mix of rental and for-sale housing units.

The City of Oakland will use the HIP funds to provide supplemental funding to three TLC projects elsewhere in Oakland — the Acorn-Prescott streetscape improvements along Eighth Street (see page 43), the EastLake pedestrian enhancements along East 12th and East 14th streets (see page 72), and the pedestrian amenities at the new Fruitvale Village (see page 15).



Land-Use Connections — Mandela Gateway Gardens serves as an anchor affordable-housing development for the West Oakland Transit Village, and will likely stimulate additional revitalization efforts around the West Oakland BART station.

Transportation Choices and Linkages — The proximity of the West Oakland BART station and AC Transit routes to Mandela Gateway Gardens will provide residents with a wide variety of travel choices — walking, biking, taking transit and driving — to access local schools, jobs, shopping and recreation.



FUNDING

HIP Grant:	\$606,000
Local Match:	\$78,500

HIP RECIPIENT

City of Oakland

PROJECT FACTS

Total Housing Units:	182
Market-Rate Bedrooms:	0
Affordable Bedrooms:	404
Total Units Per Acre:	35

*Housing Incentive Program (HIP) grants reward the successful development of high-density housing in the vicinity of transit lines and hubs. Awarded to cities and counties, HIP grants finance construction of TLC-type transportation amenities, either at the housing project site or elsewhere in the community.



PROPOSED

PROPOSED



Santa Clara Transit Area Concept Plan

Santa Clara

To prepare for its upcoming role as a transportation hub — including the terminus of a planned BART extension — the 490-acre downtown area of the city of Santa Clara will undergo numerous renovations, as detailed in a conceptual transit area plan supported by a TLC planning grant. A mixed-use district will be formed on the west side of El Camino Real, featuring specialty stores, restaurants, housing and outdoor plazas. The “Main Street” character of Benton Street will provide an active, pedestrian-friendly center within walking distance of the Caltrain and new BART stations. Franklin Square will be transformed by the addition of offices, medium-density housing and commercial sites. A bicycle lane on El Camino Real will further extend the links to the future transit depot. The BART station area will accommodate a new 2.5-acre park, a parkway connecting to Brokaw Road, an entertainment complex and office spaces. The area’s housing stock (currently 850 housing units) will more than double with the addition of 1,400 new units. Two new hotels and some 850,000 square feet of retail, office and commercial-use space are planned. The abundance of transportation options in the area is expected to link these new developments to the neighborhood’s many existing resources.

Land-Use Connections — The concept plan calls for new housing and mixed-use commercial, retail and office developments on currently underutilized parcels. Fourteen acres of land are currently vacant or being used for surface parking, and an additional 55 acres are presently being used for warehousing and storage or are otherwise underutilized. Following the concept plan with a Downtown Area Plan, as well as changes to the city’s General Plan and zoning ordinance, can assist with implementation.

Community Involvement — Three phases of public review and comment were held to define the community’s desires and interests, discuss alternate land-use strategies, and integrate various ideas for a transit-supportive development into one plan. Results from a random phone survey of 600 residents revealed that 89 percent of respondents think the creation of a transit-linked downtown Santa Clara is important.

Transportation Choices and Linkages — The area under study is located around the historic train depot and the site of the future BART station. The regional transportation node sits adjacent to Santa Clara University and the Mineta San Jose International Airport, and boasts transit access via Caltrain, Altamont Commuter Express and Capitol Corridor rail services and Valley Transportation Authority buses. U.S. 101 and Interstates 880 and 280 are close by as well.

FUNDING

TLC Planning Grant: \$30,000

Local Match: \$34,000

PARTNERS

City of Santa Clara

BART

Caltrain Joint Powers Board



San Fernando Light-Rail Station Plaza

San Jose

The San Jose Water Company proposes to create a large-scale mixed-use development that includes 250 high-density residential units and 1.1 million square feet of office/retail uses on its property adjacent to the San Fernando light-rail station, as well as provide a critical segment of the Los Gatos Creek Trail. This private development has been integrated with the Vasona Corridor light-rail plans and transit plaza projects, and supports San Jose's Midtown Specific Plan and Downtown Strategy Plan for a transit-oriented neighborhood



near the San Fernando station. With the help of a TLC capital grant, VTA will construct a pedestrian/transit plaza at the San Fernando station that will link the planned mixed-use development and the Los Gatos Creek regional trail system. In addition, a pedestrian walkway from the plaza to the San Jose Diridon light-rail station will be constructed. The plaza will improve pedestrian/bicycle access to the station, and greatly enhance the station's overall pedestrian environment in support of neighborhood and city goals for attractive open space as part of downtown San Jose's revitalization efforts.

Land-Use Connections — In addition to supporting pedestrian and bicycle trips to the station, the San Fernando station plaza is well integrated into the plans for the Vasona Corridor light-rail line and the San Jose Water Company's proposed transit-oriented development. It also provides a key connection to the Los Gatos Creek regional trail system.

Community Involvement — The San Fernando station plaza was identified by the community as an important enhancement in San Jose's Midtown Specific Plan and Downtown Strategy Plan. The design process entailed numerous community workshops, design meetings, stakeholder discussions and postings on VTA's Web site. Many stakeholders, including Walk San Jose, San Jose Downtown Association and the San Jose Downtown Residents Association, participated in discussions about design alternatives.



FUNDING

TLC Capital Grant: \$885,000

Local Match: \$115,000

PARTNERS

Santa Clara Valley
Transportation Authority
San Jose Water Company
City of San Jose



PROPOSED



UNDER CONSTRUCTION

FUNDING

HIP Grant: \$123,000

Local Match: \$16,000

HIP RECIPIENT

City of East Palo Alto

PROJECT FACTS

Total Housing Units: 32

Market-Rate Bedrooms: 0

Affordable Bedrooms: 82

Total Units Per Acre: 30



Nugent Square*

East Palo Alto

Nugent Square Apartments grew out of a desire by East Palo Alto residents and officials to have permanent affordable housing developed by the local community for the local community. The 32-unit affordable housing development resulted from a collaboration between the city of East Palo Alto, the East Palo Alto Community Alliance and Neighborhood Development Organization (EPA CAN DO) and nonprofit developer Eden Housing, Inc. Situated on University Avenue between Sacramento and Weeks streets, Nugent Square also offers 1,190 square feet of community meeting space, 1,450 square feet of office space and a 230-square-foot laundry room. The development design will be three stories of residential, community and office space above a 16,700-square-foot ground-level parking garage. Low-income families earning from 45 percent to 50 percent of the area median income will occupy the apartments. The site is on a major bus transit artery and is located one block from city hall, a public library, health clinic, bank, post office, police station and several small markets.



GROUNDBREAKING

The city of East Palo Alto will use the HIP funds to pay for pedestrian facilities — including lighting, sidewalks and landscaping — around the apartments.

Land-Use Connections — The city and its partners sought to build a mixed-use development with a strong affordable housing component that supports other redevelopment strategies in East Palo Alto's Heart of the City Plan.

Transportation Choices and Linkages — Nugent Square takes advantage of the frequent bus service along University Avenue. In addition, the HIP funds will help pay for infrastructure improvements that support walking, and connect the apartments to the nearby health clinic, markets, and transit and civic uses.

Main Street and Railroad Avenue Pedestrian Linkages

San Mateo

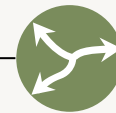
The entrance to downtown San Mateo from Highway 101 was once scarred with a substandard train station, dilapidated railroad crossings and the bleak, two-story Main Street parking garage. Since 1994, the city of San Mateo has been working with residents and business owners to develop a new transit center and replace the parking garage with a new cinema, street frontage retail, and replacement parking. Community stakeholders advocated for pedestrian linkages between the transit center, cinema and other downtown businesses and neighborhoods located east of downtown.

With a TLC capital grant, the city constructed a Main Street promenade adjacent to the new cinema and the replacement garage, linking the new transit center north of First Avenue with downtown businesses along Main Street and an adjoining plaza opening onto B Street. In addition, a series of pedestrian improvements, including new sidewalks, crosswalks, and pedestrian lighting and safety improvements at railroad crossings, were constructed on Railroad Avenue. The new Main Street pedestrian promenade and Railroad Avenue pedestrian improvements have increased pedestrian access to the transit center and into downtown, and enhanced the identity of downtown San Mateo.



Land-Use Connections — The city and downtown stakeholders made a concerted effort to plan a safe and convenient system of pedestrian paths on Main Street and Railroad Avenue as part of the downtown redevelopment effort.

Transportation Choices and Linkages — The new pedestrian linkages around the new downtown uses — transit center, cinema and street-level retail — will encourage walking and transit trips to access jobs, shopping and recreation needs in downtown San Mateo and other areas served by Caltrain.



FUNDING

TLC Capital Grant: \$1,900,000

Local Match: \$680,000

PARTNERS

City of San Mateo

San Mateo Redevelopment Agency

Downtown San Mateo Association

Visitacion Valley Community Plan

San Francisco

Visitacion Valley, an often overlooked San Francisco neighborhood, was the stage for intensive community workshops to develop permanent zoning controls to guide its future development. The planning process was implemented within the context of the future upgrade of the Caltrain Bayshore station and the new Muni Third Street light-rail system in Visitacion Valley. A one-week intensive design charrette was hosted by the city to develop a concept plan for a 20-acre site consisting of the Schlage Lock properties and neighboring parcels. A “storefront studio” was set up near the project site, and the community was invited to drop by and view site analysis drawings, plan goals and land-use maps, and discuss them with the project team. In addition, three special community events, which included Cantonese, Tagalog and Spanish translators and break-out groups, were held during the week. The resulting Strategic Concept Plan envisions a pedestrian and transit-friendly mixed-use area with housing, shops, open space and public services for the community. The reuse of office buildings for community services and new housing construction on industrial land that has been cleaned up are recommended as initial project phases.



COMMUNITY WORKSHOP



PROPOSED

FUNDING

TLC Planning Grant: \$45,000

Local Match: \$15,000

PARTNERS

The San Francisco
Planning Department

Office of Supervisor
Sophie Maxwell

Visitacion Valley
Planning Alliance

San Francisco Municipal Railway

San Francisco Planning and
Urban Research Association



Land-Use Connections — The plan reflects the community’s goals for protecting people’s health and providing housing, neighborhood-oriented retail, community services and open space. It also is responsive to the site’s opportunities and constraints by showing different ways the site ultimately could be developed, and establishes a long-range vision for the site’s reinvention as an important and viable community asset.

Community Involvement — Opening a storefront studio in the Visitacion Valley neighborhood gave the community a convenient and ongoing opportunity to participate in the planning process. The community members talked one-on-one with city staff and consultants, and came to understand who was involved in the process, how decisions were being made and how their comments were incorporated into the plan.

Downtown River Apartments*

Petaluma

The Downtown River Apartments complex, developed by nonprofit Eden Housing, Inc., is an 81-unit affordable apartment complex with more than 5,000 square feet of ground floor commercial space for small businesses. This development is an important element in the city's plan to transform central Petaluma into an exciting and diverse mix of new commercial and residential uses that will redirect growth into the downtown area. The complex will serve as a gateway to downtown Petaluma and the Petaluma River from East Washington Street (which is a block from the city's historic shopping corridor along Petaluma Boulevard), and will contribute to the city's efforts to reclaim the river as a principal focus of community life.

The Downtown River Apartments complex features a landscaped river walk area, community center, computer learning center, and day-care center and play area. It is highly accessible to bus transit along East Washington Street and is close to the new Petaluma Transit Center. The sidewalks, pedestrian crossings and landscaping on Grey Street and East Washington Street, as well as improvements to the riverwalk, will be paid for by HIP funds.



PROPOSED

Land-Use Connections — The Downtown River Apartments are strategically located close to downtown Petaluma and the Petaluma River, and have direct transit access to nearby jobs, shopping, retail and recreation along East Washington Street and Petaluma Boulevard.

Neighborhood Revitalization and Placemaking — Grey Street and East Washington Street will be improved to enhance the pedestrian and transit-friendliness of the area, thus supporting the pedestrian and transit trips generated by the new apartments, particularly trips destined for the new Petaluma Transit Center and the downtown.



PROPOSED



FUNDING

HIP Grant: \$266,000

Local Match: \$34,500

HIP RECIPIENT

City of Petaluma

PROJECT FACTS

Total Housing Units: 81

Market-Rate Bedrooms: 2

Affordable Bedrooms: 176

Total Units Per Acre: 35


*Housing Incentive Program (HIP) grants reward the successful development of high-density housing in the vicinity of transit lines and hubs. Awarded to cities and counties, HIP grants finance construction of TLC-type transportation amenities, either at the housing project site or elsewhere in the community.

principle

3



provide transportation choices



Improving the transportation choices of Bay Area residents can help improve mobility while reducing automobile use and its associated environmental impacts. As roadway congestion increases, communities must support a variety of transportation options, as well as improve the connectivity between roads, transit, and pedestrian and bicycle facilities. Traveling by foot, bike or transit becomes more appealing and convenient when these modes are connected to one another as part of a larger transportation network serving neighborhoods, job centers, retail establishments and cultural activities. Through TLC, MTC awards planning and capital funds to transportation projects that add or improve pedestrian, bicycle or transit facilities, and improve the links between these facilities and activity nodes.

and linkages



PROPOSED

Jepson Parkway Concept Plan and Bikeway

Suisun City

The Solano Transportation Authority and its partners developed the Jepson Parkway Concept Plan to improve local traffic in the heart of Solano County and to encourage the linkage between transportation and land use. Jepson Parkway is designed to provide intracounty mobility by linking a series of narrow local roads into a north-south travel route for local residents. For nearly 10 miles of the parkway, a Class I bicycle/pedestrian facility with staging areas is planned to enable bicycle use of the parkway by all levels of riders. The path connects to other established and planned regional bike routes and to staging areas associated with parks, creeks and transit centers. Using a TLC capital grant, Suisun City will build the first mile of the bicycle/pedestrian path on the east side of Walters Road between Highway 12 and Bella Vista Drive. This path will connect to a Class I bikeway along Highway 12 that enables Suisun City-bound bicyclists to reach downtown Suisun, where they can enjoy the waterfront, and the regional bike path at Peterson Road.



EXISTING

FUNDING

TLC Planning Grants: \$35,000

TLC Capital Grant: \$500,000

Local Match: \$65,000

PARTNERS

Solano Transportation
Authority

City of Suisun City

City of Fairfield

City of Vacaville

Solano County



Transportation Choices and Linkages — The completed 12-mile bikeway will serve as the spine of the countywide bikeway system and will provide direct bicycle and pedestrian connections to Solano County's largest employment center, two train/multimodal stations, numerous schools and employment districts, and the largest concentration of the county's housing. Additionally, the bikeway will provide connections to established and planned regional bike routes, multiple transit stops and a park-and-ride lot.



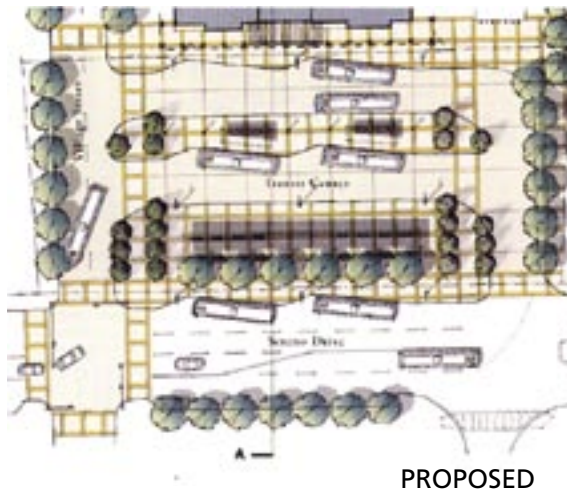
Land-Use Connections — The Concept Plan includes principles and guidelines that assist local jurisdictions in future consideration of land-use plans and development projects as they relate to the Jepson Parkway. The guidelines emphasize compatibility and connection with transit and alternative transportation modes, as well as a pedestrian/bicycle scale to promote livable communities.



Sereno Transit Village Plan

Vallejo

Citizens Housing Corporation and the city of Vallejo jointly embarked on the development of a transit village plan that would improve and enhance access to the Sereno Transit Center, link the Sereno Village Apartments (see page 28) to the transit center, and establish a new land-use and development pattern for the half-mile transit village area. The plan outlines a conceptual design for the Sereno Transit Center, including layout, pedestrian and bus circulation, landscaping and plaza enhancements, transit shelters, lighting and signage. An arcade space to connect the transit center to the apartments will be constructed, and a 10-foot-wide

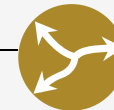


sidewalk along the west edge of the apartments will link residents and transit passengers with the Raley's shopping center.

Sereno Drive will undergo pedestrian-friendly enhancements with the removal of one auto lane, widened sidewalks, landscaping, lighting, bus bays and parallel parking spaces, while Sonoma Drive will be transformed into a more walkable environment with new commercial developments, landscaping, lighting and street furnishings. Recreation opportunities also may be a possibility since a plan for a linear park along the nearby railroad right of way also is under way.

Transportation Choices and Linkages — The Sereno Transit Center will help Vallejo become better connected with neighboring communities and transform Sereno Drive into a mixed-use district served by bus transit and designed for pedestrian circulation.

Compact Development — The Sereno Village Apartments, which won for the city of Vallejo a \$382,000 HIP grant, were built in 2002. Residents of these buildings will be within walking distance of transportation, a shopping center, and other useful amenities such as the community center and day-care facility.



FUNDING

TLC Planning Grant: \$40,000

Local Match: \$12,500

PARTNERS

Citizens Housing Corporation

City of Vallejo



AFTER

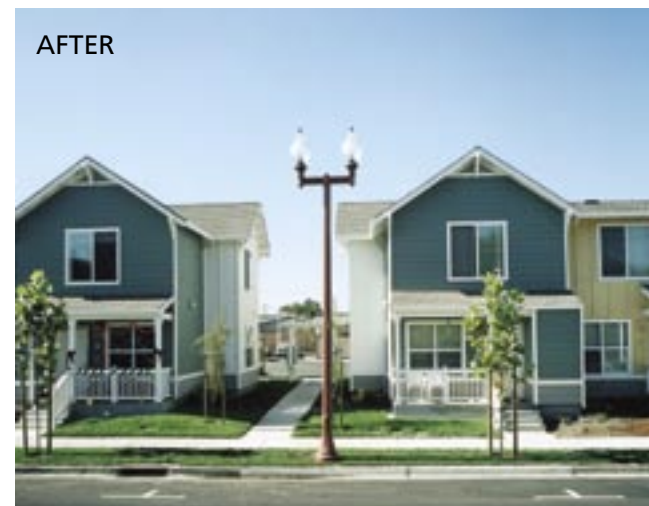


AFTER

West Rivertown District Enhancements Antioch

Located just a few blocks from the revitalized downtown, Antioch's West Rivertown District is one of the city's oldest residential neighborhoods, but it offers few street amenities. As a result of a five-year planning effort led by the city in collaboration with a working group of community residents, downtown merchants and Eden Housing, Inc., the city produced an urban design concept plan for the neighborhood. Improving walkability in the neighborhood, particularly between the residential district, downtown and the Amtrak station, and creating a stronger sense of place in West Rivertown were the two highest priorities.

The working group identified many areas for improvement in the district, including redeveloping vacant parcels, slowing traffic on neighborhood streets, and improving the district's overall appearance. Much of the concept plan has been implemented in conjunction with the 57-unit West Rivertown affordable housing development constructed by Eden Housing, Inc. Each residential unit fronts the street, which features district-defining street trees, pedestrian-scaled lighting, traffic-calming bulb-outs, textured crosswalks and other pedestrian amenities. The development's orientation toward the street creates a strong sense of neighborhood.



AFTER

FUNDING

TLC Capital Grant: \$180,000

Local Match: \$24,000

PARTNERS

City of Antioch

Eden Housing, Inc.

Antioch Development Agency



Transportation Choices and Linkages — Concerns about the safety of pedestrians crossing streets where vehicles often speed through the neighborhood were addressed through new crosswalks and pedestrian bulb-outs to narrow the street and calm traffic. The improvements, including pedestrian-scaled lighting and street trees, create a well-defined path of travel for both pedestrians and bicyclists from the neighborhood to the downtown and transit lines.

Land-Use Connections — The improvements are adjacent to, and serve, a new affordable housing development built by Eden Housing, replacing a number of dilapidated housing units and vacant parcels that had been considered a blight on the neighborhood. The housing project provides 57 units of housing sited next to a major bus line and within walking distance of Antioch's Amtrak train station.

Acorn-Prescott Neighborhood Improvements

Oakland

West Oakland revitalization efforts received a boost in the form of a TLC planning grant and two TLC capital grants to help implement a comprehensive transportation plan for the Acorn-Prescott neighborhood. Developed by a coalition of community representatives, nonprofit housing developers, AC Transit, BART, the

city of Oakland, the Oakland Housing Authority and MTC, the plan is designed to create better connections between the neighborhood shopping center, downtown Oakland, the West Oakland BART station transit hub, and more than 900 units of new or renovated housing.

Eighth Street, which acts as the main link between the Acorn-Prescott neighborhood and transit and shopping, was an uninviting thoroughfare that discouraged walking and bicycling. Converting a segment of Eighth Street back to a two-way street has improved neighborhood circulation and access. In addition, changes in pedestrian lighting, more landscaping, crosswalk enhancements, bike lanes and pedestrian bulb-outs at all major intersections along Eighth Street have helped make it safer for pedestrians and bicyclists.



AFTER

Transportation Choices and Linkages — Many residents in the Acorn-Prescott neighborhood walk, bike or take transit to local destinations, including jobs, shopping, schools and recreation. The Eighth Street improvements give residents better access to nearby AC Transit bus stops and the West Oakland BART station to carry out these daily activities.

Land-Use Connections — The revitalization of the Acorn-Prescott neighborhood is centered on a series of transportation infrastructure improvements to boost neighborhood circulation and support ongoing community building efforts such as a housing development along Eighth Street and a new neighborhood retail district on Seventh Street and Market Street.



AFTER



BEFORE

FUNDING

TLC Planning Grant: \$50,000

TLC Capital Grants: \$2,700,000

Local Match: \$720,000

PARTNERS

City of Oakland

Oakland Housing Authority

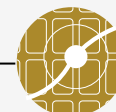
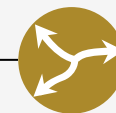
AC Transit

BART

Acorn Resident Council

East Bay Asian Local
Development Corporation

Oakland Community
Housing, Inc.





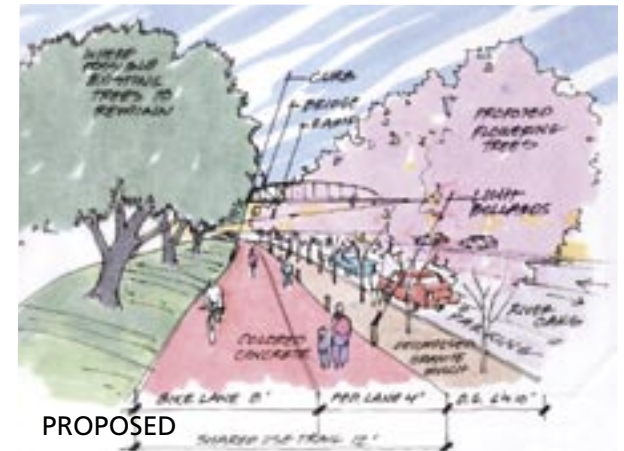
PROPOSED



EXISTING

River Oaks Bicycle/Pedestrian Bridge and Promenades Santa Clara

The bridge over the Guadalupe River will connect neighboring cities, from the Rivermark housing development and Lick Mill Boulevard in Santa Clara to the intersection of North First Street and River Oaks Parkway in San Jose, providing pedestrians and bicyclists on both sides of the river better access than ever before to jobs, housing, recreation and transit. The project consists of a new bicycle and pedestrian bridge, levee paths, and pedestrian promenades along River Oaks Parkway and Lick Mill Boulevard. The bridge will provide a travel alternative for those who are trying to reach the nearby River Oaks light-rail stop. The levee paths will be open for use between dawn and dusk, and lighting will be installed along the trails. The bridge and levee paths also may connect to future creekside trail segments as well as bicycle paths identified in the citywide bike plan. Wayfinding directional signs and information panels also will be installed. In addition, two open space plazas along the promenades will serve as community gathering spots and trailheads. The areas will be well lit and furnished with benches, while ramps will ease accessibility for disabled trail users.



PROPOSED

FUNDING

TLC Planning Grant: \$20,000

Local Match: \$30,000

TLC Capital Grant: \$1,000,000

Local Match: \$130,000

PARTNERS

Santa Clara Valley
Transportation Authority

City of Santa Clara

City of San Jose

Santa Clara Valley
Water District



Transportation Choices and Linkages — The new bridge will connect to the Lick Mill and River Oaks light-rail stations, and three Valley Transportation Authority bus lines. Daily ACE trains and Capitol Corridor trains also are located nearby. The bridge also enables access to the Mansion Grove apartments, the Moitozo/North-park development and the Rivermark housing development.



Land-Use Connections — The project is designed to facilitate nonmotorized travel between compact residential neighborhoods, employment centers and light-rail stops. The bridge will be constructed solely for pedestrian and bicycle use, enabling these travelers to walk or bike to nearby light-rail transit. The two promenades will function as attractive community spaces.



University Avenue Apartments*

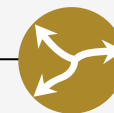
East Palo Alto

University Avenue Apartments by Acclaim Homes will provide 30 rental apartment units configured as three levels of stacked flats over a semi-subterranean garage structure. At least 20 percent of the units will be offered at prices below market rate. In addition to the apartments, the development will include a playground, tot-lot area, laundry facilities and a utility room. The project site is within walking distance of the “Heart of the City,” East Palo Alto’s mixed-use Town Center redevelopment area, and is close enough to city hall, the public library, a health clinic, police station and small markets to be accessible by bus transit that runs frequently along the University Avenue corridor. The city of East Palo Alto will use the HIP funds to stretch funding for streetscape improvements around the Nugent Square apartments (see page 34) and the TLC-funded Bay Road traffic calming project (see page 76).



Transportation Choices and Linkages — Residents of University Avenue Apartments will have direct access to the SamTrans bus transit route along University Avenue.

Land-Use Connections — The University Avenue Apartments is strategically located near the Heart of the City, a major redevelopment area, and key neighborhood services including a public library, health clinic and small markets.



FUNDING

HIP Grant: \$100,500

Local Match: \$13,000

HIP RECIPIENT

City of East Palo Alto

PROJECT FACTS

Total Housing Units: 30

Market-Rate Bedrooms: 39

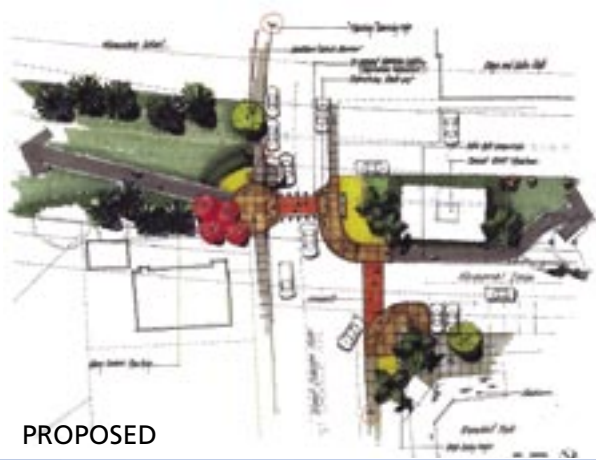
Affordable Bedrooms: 9

Total Units Per Acre: 60

*Housing Incentive Program (HIP) grants reward the successful development of high-density housing in the vicinity of transit lines and hubs. Awarded to cities and counties, HIP grants finance construction of TLC-type transportation amenities, either at the housing project site or elsewhere in the community.

South San Francisco BART Linear Park Master Plan

South San Francisco



PROPOSED



EXISTING

Prior to the June 2003 opening of BART's San Francisco International Airport (SFO) extension project, the city of South San Francisco and its partners developed a plan for a multiuse pathway and linear park along the 2.85-mile corridor between the South San Francisco and San Bruno BART stations. The goals of the planning effort included creating safe road crossings and highlighting bike path intersections to ensure the safety of pedestrians and bicyclists, providing an interesting and enjoyable experience for the park user, and connecting trails to local activity nodes. Within this framework, the stakeholders worked through a site analysis, preliminary designs, preferred plan analysis and finally the master plan.

The master plan for the linear park recommends asphalt paving, trees, low shrubs to provide a buffer from automobiles, and improved street crossings with better lighting and more signage. The proposed pathway will include seating areas, informational kiosks, bike racks, trash receptacles, water fountains and bulletin boards listing community events. The trail will connect not only to other bikeways and trails, but also to community centers, schools, parks, hospitals, commercial districts, the city's downtown area and a possible dog park.



COMMUNITY MEETING

FUNDING

TLC Planning Grant: \$75,000

Local Match: \$27,000

PARTNERS

City of South San Francisco Parks,
Recreation and Maintenance

BART

San Mateo City and
County Area Governments

San Francisco
Public Utilities Commission

San Mateo Flood
Control District

SamTrans



Transportation Choices and Linkages — The pedestrian and bicycle route will directly connect to existing bike routes at three separate points and to two more planned bike routes. It will provide safe and easy access to other walking trails, Kaiser Hospital, Tanforan Shopping Center, elementary schools, and the Boys and Girls Club. Plans to extend the continuous bikeway from Colma to Millbrae are in the works.

Community Involvement — The project's Steering Committee included members of various city departments including Planning, Parks and Recreation, Engineering, Fire and Police. Representatives from the school district and the local Boys and Girls Club also were included in this group, which worked with many other agencies, and gathered community feedback via workshops and meetings. Representatives from partner agencies also participated in the many stakeholder and community meetings.

Bayview Connections

San Francisco

Intense efforts to revitalize San Francisco's Bayview Hunters Point neighborhood into both a transit hub and community gathering place have resulted in the construction of a new Third Street light-rail line now underway and a variety of other community-oriented transportation improvements. Mendell Street will be permanently closed to automobile traffic, and the plazas at the Oakdale-Palou Triangle and adjacent to the Bayview Opera House will be redesigned to create an inviting space for pedestrian use, festivals, fairs and other events. Oakdale and Palou Avenues, which connect the transit hub on Third Street to the Southeast Community Facility, City College and the proposed new Caltrain station, also will be enhanced with trees, widened sidewalks, increased lighting for pedestrian safety, street furniture, redesigned transit shelters, and high-visibility signage, crosswalks and traffic lights.

Striped bicycle lanes will safely separate automobile and bicycle traffic, and landscaped center median islands at intersections along Oakdale Avenue will provide a refuge for pedestrians. One of the aims of the project is to foster a sense of community by encouraging public art that reflects the neighborhood. The light-rail station platform and the Bayview Opera House will have an Afrocentric design theme.

Transportation Choices and Linkages — The Third Street light-rail line will connect with major pedestrian and automobile thoroughfares, as well as with other modes of public transportation, including four Muni bus lines and the nearby future Caltrain station. The new transit hub also will provide access to surrounding retail, commercial, cultural, recreational and educational facilities such as local parks, churches, the Southeast Community Facility and City College.

Community Involvement — The design process was a nine-month collaborative effort between community members and city staff, involving extensive focus group sessions, presentations and project updates, monthly discussions with the Bayview Hunters Point Project Area Committee, neighborhood walks and site visits, and an informational fair.



PROPOSED



UNDER CONSTRUCTION



FUNDING

TLC Planning Grant: \$50,000
TLC Capital Grants: \$3,500,000
Local Match: \$456,000

PARTNERS

San Francisco Municipal
Railway
Bayview Hunters Point Project
Area Committee
San Francisco Redevelopment
Agency and Public Works and
Planning departments



PROPOSED

Mission Creek Bikeway and Greenbelt Concept Plan

San Francisco

The Mission Creek Bikeway project proposes a continuous bicycle/pedestrian route along the south side of the Mission Creek Channel from the corner of 16th and Harrison streets to Mission Bay. Intended to relieve auto congestion by encouraging greater bicycle activity between the Mission District and Mission Bay, the route would extend down Treat Avenue, curve onto Division Street, and then continue to Eighth and Townsend streets before reaching Mission Bay. A portion of the route through a planned residential development includes a new bridge crossing both Seventh Street and the Caltrain tracks to directly connect to Mission Creek Park, SBC Park and the Embarcadero promenade.

Plans include striped bike lanes, street resurfacing, removal of select tracks, landscaping, sidewalk maintenance, crosswalk demarcation, bulb-outs, pedestrian islands and restrictions of through traffic in some places. The project also calls for the addition of new signs, lighting, kiosks, water features and a sculpture garden. Pockets of greenery will be created along the Mission Creek Bikeway to attract people to the natural setting and to highlight a safe and pleasant route through the existing industrial landscape.

FUNDING

TLC Planning Grant: \$20,000

Local Match: \$12,630

PARTNERS

Rails-To-Trails Conservancy

Madrina Group

San Francisco Bicycle Coalition

San Francisco Department of
Parking and Traffic



Transportation Choices and Linkages — The Mission Creek Bikeway will provide easy connectivity to BART's 16th Street station, the Caltrain station at 4th and King streets, Muni lines, the San Francisco Ferry Building, SBC Park, and a variety of other destinations in the South of Market, Showplace Square, Potrero Hill and Mission neighborhoods.



Community Involvement — Outreach strategies for the Mission Creek Bikeway planning process included public meetings and informational sessions; exhibits and presentations; bike tours of the corridor; and opportunities for participation via surveys, questionnaires, the project Web site, postcards and e-mail announcements.



Land-Use Connections — The project plans to use key sections of the abandoned railroad corridor through San Francisco's eastern industrial districts, where many redevelopment efforts to change the area's character into a high-density residential and commercial mixed-use space are under way. The bikeway will add a more human element to the area, currently dominated by elevated freeways and industrial buildings.



Mahon Path

San Rafael

The city of San Rafael seized an opportunity to build a Class I bicycle and pedestrian path on an abandoned rail line purchased by the San Rafael Redevelopment Agency. The property is adjacent to a drainage channel known as Mahon Creek. The development of a multiuse path that supports community goals required collaboration among many stakeholders, including local environmental organizations, homeowners' associations, middle school students, and business groups. In addition, the city worked with a major corporation to reorient the



AFTER

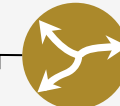
site plan for a new corporate office complex to provide better access to and from the path. The Mahon Path (now open) connects the Paul J. Bettini Transit Center — which functions as the central bus and ferry transit hub of Marin County — to the adjacent Albert Park community center, Davidson Middle School, residential neighborhoods, and downtown shops and businesses. Funded by a TLC capital grant, the Mahon Path is located on the south side of the creek and extends from the Andersen Drive bike lane to the transit center.

Transportation Choices and Linkages — Residents and visitors can walk or bike on the Mahon Path for commuting and recreational purposes because it provides direct access to the Paul J. Bettini Transit Center, downtown San Rafael, local schools and many other community assets.

Community Involvement — The planning and design of the Mahon Path was a hands-on effort by the San Rafael community, including residents, environmentalists, businesses and city officials. There was strong community interest in developing a multiuse path that suits community needs and takes into account environmentally sensitive issues for uses around Mahon Creek.



BEFORE



FUNDING

TLC Capital Grant: \$550,000

Local Match: \$576,000



PARTNERS

City of San Rafael

San Rafael Redevelopment Agency





Downtown Santa Rosa Pedestrian Linkages

Santa Rosa

Highway 101 divides downtown Santa Rosa in two, but the community is looking forward to the completion of east-west pedestrian links to make it whole. The business and shopping area on the east side includes the Transit Mall, Old Courthouse Square and Santa Rosa Plaza, but no viable connection links it to the west side, the home of Historic Railroad Square, the Railroad Depot and the future Vineyard Creek Hotel and Convention Center. The new pedestrian walkway extends from the plaza on the west side, crosses under Highway 101 and leads directly to Railroad Square. The path will promote safety through a number of changes, such as enhanced lighting, wider sidewalks, reduced traffic lanes on cross streets, and narrowed intersections to reduce the distance pedestrians must walk.

The walkway also will feature murals, public art and landscaping. Bicycle racks and additional bicycle parking on some side streets branching off the pedestrian route are planned. To further encourage pedestrian traffic, a cultural arts market featuring food, wine and other specialty vendors will line the corridor, with merchants selling goods beneath colorful canvas umbrellas. Phase 1 improvements are now constructed.

FUNDING

TLC Capital Grants: \$900,000

Local Match: \$277,800

PARTNERS

City of Santa Rosa

CityVision

Santa Rosa

Chamber of Commerce

Historic Railroad Square

Merchants Association

American Institute of Architects,
Redwood Empire Chapter



Transportation Choices and Linkages — The pedestrian walkway project is within two blocks of the downtown Transit Mall, which serves as a hub for local and regional transportation operators, including Santa Rosa CityBus, Sonoma County Transit and Golden Gate Transit. Santa Rosa also runs a trolley service in the area. The new pedestrian linkage also is close to Santa Rosa Creek, the Santa Rosa bikeway and the city's conference center.



Land-Use Connections — The project is coordinated with other redevelopment strategies, including a plan to build affordable housing in the immediate area and in adjacent neighborhoods. About 200 housing units are being planned for the downtown area and in two new nearby developments. Small-scale mixed-use and infill housing along Fourth Street between Wilson and Davis streets also has been proposed.



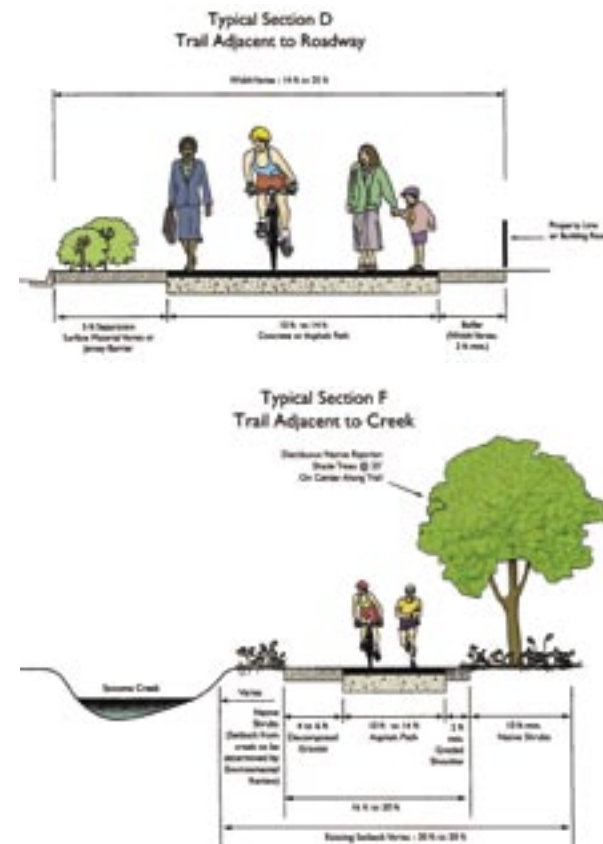
Central Sonoma Valley Bikeway Plan

Sonoma

Bicyclists in the Sonoma area have long been forced to maneuver around discontinuous streets and road barriers between Highway 12 and Arnold Drive, and between Highway 12 and Sonoma Creek. A bicycle plan was prepared to address neighborhood circulation issues. A continuous bicycle route was recommended from Verano Avenue to Agua Caliente Road, providing easy access to public transit systems, businesses along Highway 12 and nearby community resources such as Larson Park, Maxwell Farms State Park, the Boys and Girls Club, and a future community health center. Children who bike or walk to school will have a new, safe means of travel since the new bikeway will serve nearby schools. The new bikeway will connect with the existing bicycle path on Arnold Drive and the bicycle lane in Maxwell Farms State Park, and also will link to the future route planned for Railroad Avenue. As part of refining the plan, additional analysis will be conducted to determine the path design, the need for traffic control devices where the path crosses busy roads, and the possible construction of pedestrian/bicycle bridges over parts of Agua Caliente Creek and Pequeno Creek.

Transportation Choices and Linkages — By weaving through neighborhood streets instead of alongside the narrow shoulder of busy Highway 12, the bikeway will allow pedestrians and cyclists to more easily, safely and conveniently get to destinations such as local schools, parks and community centers. In addition, the planned bikeway improvements complement larger capital improvements planned for the neighborhood. Caltrans, for instance, will make improvements to Highway 12, and a future bicycle path is planned for the other side of Sonoma Creek along Railroad Avenue between Boyes Boulevard and Verano Avenue.

Community Involvement — Sonoma County Transit staff, in coordination with the Springs Task Force Coordinating Committee, hosted two public workshops, conducted in both English and Spanish. They solicited community input and feedback on the pros and cons of the various design concepts.



FUNDING

TLC Planning Grant: \$30,000

Local Match: \$5,300

PARTNERS

Sonoma County Transit
Verano Springs Association
Sonoma Valley Trails
Committee
Sonoma Valley Chamber
of Commerce
Central Sonoma Valley
Trail Task Force



principle

4



encourage compact



Regional planners project that more than 1 million people and 1 million jobs will be added to the Bay Area over the next 20 years. Encouraging the development of compact communities is key to managing the effects of this growth on traffic congestion, air quality and quality of life. High-density, compact developments that are built near existing downtowns, job centers, neighborhood services and transit allow people to walk, bike or take transit to their destinations, reducing commute times and curbing reliance on the car. Compact communities also consume less land and help establish the population density and ridership markets necessary to support high-quality transit service. TLC helps local government agencies, nonprofits and community-based organizations plan and fund neighborhood-scale transportation infrastructure improvements that support higher intensity developments, particularly housing and mixed-use projects.

development

Mill and Lumber Mixed-Use Development*

El Cerrito

The existing but underutilized 4.1-acre mill and lumberyard near San Pablo Avenue and Schmidt Lane represent a major redevelopment opportunity for El Cerrito. Developed by JMS Development Partners, the El Cerrito Mill and Lumber mixed-use project boasts 10,000 square feet of ground floor retail, 20,000 square feet of office space and 158 apartments (15 percent of which will be affordable units). The retail space will provide services to existing and new residents. Flexible office space may be converted to live-work lofts, depending on the leasing market. The housing is within walking distance of the El Cerrito del Norte BART station and is well served by AC Transit buses along San Pablo Avenue.

The city of El Cerrito plans to use the HIP funds to pay for pedestrian, bicycle and streetscape improvements on Manila and Fairmont avenues to connect to the Ohlone Greenway Trail.



FUNDING

HIP Grant: \$384,000

Local Match: \$49,800

HIP RECIPIENT

City of El Cerrito

PROJECT FACTS

Total Housing Units: 158

Market-Rate Bedrooms: 208

Affordable Bedrooms: 36

Total Units Per Acre: 40



Compact Development — As part of its redevelopment strategy, the city pursued its goals of building a compact mixed-use development at higher densities than currently zoned to take advantage of this project's proximity to the BART station and AC Transit routes.



Transportation Choices and Linkages — The HIP funds will help pay for infrastructure improvements within the larger project area to link the residential neighborhood to BART and bus transit and to the Ohlone Greenway Trail.



Downtown Transportation and Land-Use Plan

El Sobrante

Contra Costa County and its community partners engaged in a year-long planning effort to improve the economic and physical environment of downtown El Sobrante. Top priorities included restoration of the El Sobrante business district as a vital community center; circulation improvements for buses, pedestrians, bicycles and cars; and diversification of land uses to allow more residential and mixed-use developments. A “town hall” meeting was held to introduce the study effort, and the proposed transportation and land-use concepts were later discussed at four community meetings, numerous steering community meetings, and separate presentations to various stakeholders groups.

The planning effort culminated in development of a long-range plan that envisions a new 25-acre Village Center comprised of shops, offices, residential units and a public plaza; the redesign of San Pablo Dam Road to make it easier for pedestrians and bicyclists to cross the street; and a revised pattern of land uses in the downtown. This plan will make possible a mixed-use development with as much as 375,000 square feet of commercial space combined with as many as 580 residential units. A rezoning and General Plan Amendment are under way.



Compact Development — The plan sets the stage for the creation of a vibrant “full service” downtown that will feature the Village Center — with its mix of shops, offices, apartments and condos and a public plaza — as the focal point and a new pedestrian-oriented neighborhood commercial district that will attract local residents and visitors alike.

Community Involvement — The plan had its origins in a visioning workshop held in January 2000, which resulted in agreement on the need to revitalize the downtown area. One of the key recommendations from the workshop — to create a community task force to lead the downtown improvement effort — resulted in the formation of the 94803 Task Force, named for the El Sobrante zip code. The task force and its subcommittees identified goals and initial strategies for improvement of downtown El Sobrante.

PROPOSED



PROPOSED



FUNDING

TLC Planning Grant: \$50,000

Local Match: \$26,000

PARTNERS

Contra Costa County

94803 Task Force

El Sobrante Chamber
of Commerce



Coggins Square Pedestrian Connections Pleasant Hill

Coggins Square is an 87-unit affordable housing project built by BRIDGE Housing Corporation on surplus land owned by the Contra Costa Redevelopment Agency adjacent to the Pleasant Hill BART station. Over a four-year period, BRIDGE and Contra Costa County worked closely with local residents and business associations to plan and design Coggins Square. During the design workshops and community meetings, residents consistently expressed their concerns about the need for safe and convenient pedestrian access to the Pleasant Hill BART station.

BRIDGE Housing Corporation and its partners used a TLC capital grant to help pay for pedestrian improvements to better link the new housing development with the Pleasant Hill BART station. The changes include new, wider sidewalks — embedded with medallions tracing local historic events — along Coggins Drive, pedestrian-scaled lighting and landscaping to improve safety and security, and a short tile wall with transit-related tiles designed by local school children. These efforts not only improve the functionality of the area for pedestrians and transit riders, but also help create a distinct identity for the neighborhood.

Compact Development — Coggins Square was built in conjunction with 54 market-rate townhomes to the north and west of the apartment building. All the housing units are within walking distance of the Pleasant Hill BART station, turning the neighborhood into a model of compact development. In addition, the city has been working closely with BART in the development of a transit village that will bring new retail and other services to the area, allowing residents to travel to jobs and meet their daily needs without depending on an automobile.

Community Involvement — Community stakeholders worked closely with BRIDGE and Contra Costa County over four years in numerous design workshops and community meetings to design the transit-oriented housing project.



FUNDING

TLC Capital Grant: \$230,800

Local Match: \$30,000

PARTNERS

BRIDGE Housing Corporation

Contra Costa Community
Development Department

Contra Costa
Redevelopment Agency

Walden District
Improvement Association

BART



Acton Courtyard Apartments*

Berkeley

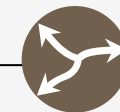


The city of Berkeley has worked closely with various developers to plan and build infill housing on numerous sites in the downtown area and close to the University of California, Berkeley, campus. The city was awarded a total of \$1 million in HIP funding for several housing projects, including 2700 Bancroft Way (constructed), 1797 Shattuck Avenue (constructed), 1719-25 University Avenue and 2020 Kit-tredge Street.

The photographs on this page show the Acton Courtyard Apartments, a five-story, mixed-use building with housing above ground-floor retail. The complex is located on University Avenue, a major transit corridor leading to the downtown, the university campus and the downtown Berkeley BART station. The city of Berkeley will use the HIP funds to develop a Class I pedestrian/bicycle path along the Santa Fe railroad right of way near Strawberry Creek Park.

Compact Development — The development in and around Berkeley's downtown and the UC Berkeley campus is compact, allowing residents to walk, bike or take transit from their homes to nearby destinations.

Transportation Choices and Linkages — Berkeley's infill housing developments take advantage of BART and AC Transit routes that run through the downtown, connecting the UC Berkeley campus to restaurants, cafes, shops, offices, theaters and residential neighborhoods.



FUNDING

HIP Grant: \$1,000,000

Local Match: \$129,600

HIP RECIPIENT

City of Berkeley

PROJECT FACTS

Total Housing Units: 71

Market-Rate Bedrooms: 102

Affordable Bedrooms: 40

Total Units Per Acre: 60

*Housing Incentive Program (HIP) grants reward the successful development of high-density housing in the vicinity of transit lines and hubs. Awarded to cities and counties, HIP grants finance construction of TLC-type transportation amenities, either at the housing project site or elsewhere in the community.



AFTER



AFTER

Fruitvale Village*

Oakland

Sponsored by the Fruitvale Development Corporation — part of the Unity Council, a Fruitvale community-based organization — Fruitvale Village is a unique, transit-oriented, mixed-use development located adjacent to the Fruitvale BART station in the heart of Oakland's Fruitvale commercial district and residential neighborhood. Since its inception in 1993, the project has evolved into a successful model for inner-city redevelopment. Fruitvale Village creates a lively commercial and retail shopping area, features a large pedestrian plaza, and provides comprehensive community services ranging from a state-of-the-art healthcare facility to a child-care center. In addition, the complex houses the Unity Council's headquarters, a public library, several community organizations, a computer technology center, a senior center and 47 units of housing. Ten of the 47 one- and two-bedroom rental lofts and apartments are designated as affordable units for residents earning 35 percent to 80 percent of the area's median income. The city of Oakland will use HIP funds to further enhance the pedestrian environment around the transit village.



AFTER

FUNDING

HIP Grant: \$113,000

Local Match: \$14,700

HIP RECIPIENT

City of Oakland

PROJECT FACTS

Total Housing Units: 47

Market-Rate Bedrooms: 54

Affordable Bedrooms: 16

Total Units Per Acre: 40



Compact Development — The Unity Council challenged conventional land-use planning by working with the city to amend zoning codes. In order to free land for this development, it also negotiated with BART to replace existing parking with a parking structure. The community group persevered through planning and financial difficulties to build a transit-oriented, mixed-use development that meets the affordable housing and service needs of the Fruitvale community.

Transportation Choices and Linkages — The Fruitvale Village is built directly adjacent to the Fruitvale BART station and an AC Transit hub, and its "front door" is International Boulevard, which is the heart of economic and community activities for the Fruitvale community.

Taylor Street Improvements

San Francisco

BRIDGE Housing Corporation teamed with the San Francisco Housing Authority and the San Francisco Municipal Railway (Muni) to develop a pedestrian-oriented streetscape plan for the terminus of the Powell-Mason cable car line at Taylor and Bay streets in San Francisco. The project is a complement to the ongoing redevelopment of the old North Beach public housing project into a modern, mixed-use complex featuring some 340 affordable family and senior housing units, a ground-level parking garage, a day-care center, a senior center and ground-floor retail space along Bay Street.



As part of its redevelopment of the adjacent housing site, BRIDGE Housing plans to install curb bulbs at the Taylor Street intersections with Bay and Francisco streets to visually narrow Taylor Street, improve pedestrian safety and allow cable car passengers to disembark closer to the sidewalk. The plan also calls for building a pedestrian plaza to provide a gateway to Fisherman's Wharf. The plaza will include bollards along Bay Street, a circular seating element and/or tables and chairs, visitor information and Muni information, and an interpretive map of neighborhood attractions. Other proposed design elements include relocating the public toilet,

adding pedestrian lighting and a waiting/queuing area for cable car passengers, protecting existing magnolia trees with decorative grates, installing distinctive paving material to distinguish the cable car right of way, and using new concrete paving with a special scoring grid in other areas.

Compact Development — The Taylor Street improvements are an integral part of North Beach Place, the new affordable housing/social services/retail complex under construction at the Powell-Mason cable car terminus.

Neighborhood Revitalization and Placemaking — BRIDGE Housing and its municipal partners will use TLC funds to fine-tune plans for making the Taylor Street cable car terminus a dynamic link between the Fisherman's Wharf and North Beach districts, and a more attractive, convenient and safe environment for cable car passengers, pedestrians and neighborhood residents alike.



FUNDING

TLC Planning Grant: \$45,000

Local Match: \$15,000

PARTNERS

BRIDGE Housing Corporation

San Francisco Housing
Authority

San Francisco
Municipal Railway



COMMUNITY CENTER

Union City Senior Village*

Union City

The location of Union City's Senior Village was chosen because it provides access to much-needed health and community services available at the new 16,000-square-foot Ralph & Mary Ruggieri Senior Center and to bus transit along Alvarado-Niles Road. One component of the Senior Village is the 40-unit "independent living" apartment project for very-low-income seniors being built by the nonprofit Eden Housing, Inc. The other housing complex is the 95-unit Assisted Living Apartments developed by Eldercare Alliance. The assisted living facility is available to low- and moderate-income seniors and also includes 66 market-rate units.

To improve pedestrian linkages from the Senior Village to bus transit, Union City plans to use the HIP funds to finance sidewalk and streetscape improvements along Alvarado-Niles Road between Royal Anne Drive and Oregon Street.



PROPOSED

FUNDING

HIP Grant: \$284,000

Local Match: \$37,000

HIP RECIPIENT

City of Union City

PROJECT FACTS

Total Housing Units: 135

Market-Rate Bedrooms: 67

Affordable Bedrooms: 68

Total Units Per Acre: 60



Compact Development — To meet the housing needs of the senior population, the city of Union City has developed a compact Senior Village that will be further enhanced with the addition of independent and assisted-living senior housing facilities.

Transportation Choices and Linkages — The mobility needs of the residents of the Senior Village will be addressed through new sidewalks, landscaping and transit amenities leading to bus stops on the perimeter of the development.

Ohlone-Chynoweth Commons

San Jose

The nonprofit Eden Housing, Inc. brought a piece of Eden to Silicon Valley with an affordable housing development adjacent to the Ohlone-Chynoweth light-rail station in San Jose. Opened in 2001, Ohlone-Chynoweth Commons is an attractive, transit-oriented complex built on an underutilized parking lot leased from the Santa Clara Valley Transportation Authority. The \$30 million-plus development now provides affordable housing for 194 low-income San Jose families, and features more than 4,400 square feet of convenient retail space, a community center for residents and a computer learning center. The site offers attractive open spaces and several play areas for children, including a mist-cooled bamboo forest.

A TLC grant helped pay for streetscape improvements along Chynoweth Avenue, Main Street and Pearl Street, creating an inviting pedestrian route between the complex and the light-rail station. By providing direct access to the regional transit system, the development removes a key barrier to economic advancement for the low-income families who will reside there. Ohlone-Chynoweth is a great example of using infill sites to build housing that allows people to live closer to their jobs and to public transit.



Compact Development — Ohlone-Chynoweth Commons is an infill housing development surrounded by an established, single-family neighborhood to the north, and new multifamily housing to the west. An elementary school and high school are located nearby. Two bus lines serve the light-rail station, and a large retail mall and other shopping centers are just a short walk away.

Transportation Choices and Linkages — In addition to providing direct access to the Ohlone-Chynoweth light-rail station and VTA buses, the development included an extension of Pearl Street to the light-rail station to serve the development and to provide pedestrian and vehicle access to a new residential development west of Ohlone-Chynoweth Commons. The Main Street improvements will serve residents in the development as well as commuters using the VTA parking lot and the 4,400-square-foot retail component located next to Ohlone-Chynoweth Commons.



FUNDING

TLC Capital Grant: \$574,000

Local Match: \$74,300

PARTNERS

City of San Jose

Santa Clara Valley
Transportation Authority

Eden Housing, Inc.



AFTER



AFTER

Prometheus*

San Mateo

The Prometheus development by the Prometheus Real Estate Group is a 218-unit apartment complex on a 3.6-acre site along Third and Fourth avenues, the main entries into downtown San Mateo. The complex offers one-, two- and three-bedroom apartments and lofts, and features a fitness center and resident community center. Twenty-two of the apartment units are offered at below-market rents. The city took advantage of the state density bonus to achieve a density of 60 units per acre.

The development's proximity to downtown San Mateo and access to SamTrans bus transit and the Caltrain station provide ample transit opportunities for its residents, and encourage

shopping and dining at downtown stores and restaurants. The Prometheus acts as a catalyst for further revitalization along the gateway to downtown. The city of San Mateo will use the HIP funds to supplement TLC capital funding for streetscape improvements along Third and Fourth streets and extend the improvements to the new housing project.



AFTER

FUNDING

HIP Grant: \$682,500

Local Match: \$88,400

HIP RECIPIENT

City of San Mateo

PROJECT FACTS

Total Housing Units: 218

Market-Rate Bedrooms: 300

Affordable Bedrooms: 33

Total Units Per Acre: 60



Compact Development — Providing compact housing in the downtown area not only helps address local housing needs but also boosts foot traffic and day and nighttime activity in the downtown.

Transportation Choices and Linkages — The infrastructure improvements funded by HIP will facilitate pedestrian traffic from the new housing complex to the adjacent SamTrans bus stops and Caltrain station.

*Housing Incentive Program (HIP) grants reward the successful development of high-density housing in the vicinity of transit lines and hubs. Awarded to cities and counties, HIP grants finance construction of TLC-type transportation amenities, either at the housing project site or elsewhere in the community.

The Crossings*

San Bruno

Following the announcement that a significant portion of the 20-acre U.S. Navy site in San Bruno would be disposed of as surplus property, a citizens' advisory committee spearheaded the preparation of a site-specific plan, which was subsequently adopted by the city of San Bruno and the San Bruno Redevelopment Agency. A vital mixed-use center in the heart of San Bruno's regional commercial/mass transit district was envisioned in the specific plan. The first phase of the plan is the construction of a 300-unit multifamily residential development, The Crossings, which includes 60 units of below-market-rate rental units.

True to the vision of the specific plan, the residential development incorporates dwelling units at ground level, pedestrian amenities and pedestrian-only walkways. Additional components include a hotel, 285,000 square feet of office space and up to 190 units of senior assisted living. The development is accessible by SamTrans bus transit on El Camino Real and the new San Bruno BART station one-third mile to the east.

The city of San Bruno will use the HIP funds to cover pedestrian improvements along El Camino Real near the Tanforan Shopping Mall.

Compact Development — The Crossings is a major redevelopment project that features compact housing, commercial and office uses near a large retail mall and other neighborhood services.

Transportation Choices and Linkages — In addition to its close proximity to the San Bruno BART station, The Crossings is well served by the SamTrans buses on El Camino Real.



FUNDING

HIP Grant: \$936,500

Local Match: \$121,300

HIP RECIPIENT

City of San Bruno

PROJECT FACTS

Total Housing Units: 300

Market-Rate Bedrooms: 357

Affordable Bedrooms: 89

Total Units Per Acre: 60

*Housing Incentive Program (HIP) grants reward the successful development of high-density housing in the vicinity of transit lines and hubs. Awarded to cities and counties, HIP grants finance construction of TLC-type transportation amenities, either at the housing project site or elsewhere in the community.

Landmark Plaza*

Daly City

Daly City's "Top of the Hill" neighborhood, at the corner of Mission Street and John Daly Boulevard, will showcase the 1.73-acre Landmark Plaza, a mixed-use commercial and housing development. The Daly City Redevelopment Agency and its development partner, Borel Poplar Development, plan to break ground on the first (primarily residential) phase of the complex in early 2004. Phase 1 will feature 95 residential units comprised of 42 townhomes, 47 loft-style units and six live-work units. Each of the two-story townhome units will have two bedrooms. Phase 1 also includes approximately 16,500 square feet of retail space on the ground level along Mission Street and a fitness center for residents. Phase 2 will feature a seven-story commercial building comprised of approximately 74,600 square feet of office space and 9,000 square feet of ground-level retail space. The HIP funds will help Daly City pay for pedestrian improvements along Mission Street between the housing development and the War Memorial Community Center.



Compact Development — The development intensities and varied uses in the Landmark Plaza project are a result of the city's efforts to bring housing, jobs and shopping activities closer together to provide much-needed housing and economic growth to the community.

Transportation Choices and Linkages — The city will use HIP funds to make direct pedestrian connections between the Landmark Plaza and nearby community and bus transit facilities.

FUNDING

HIP Grant: \$394,000

Local Match: \$51,000

HIP RECIPIENT

City of Daly City

PROJECT FACTS

Total Housing Units: 95

Market-Rate Bedrooms: 162

Affordable Bedrooms: 28

Total Units Per Acre: 69

*Housing Incentive Program (HIP) grants reward the successful development of high-density housing in the vicinity of transit lines and hubs. Awarded to cities and counties, HIP grants finance construction of TLC-type transportation amenities, either at the housing project site or elsewhere in the community.

Church Street Apartments Pedestrian Enhancements

San Francisco

BRIDGE Housing Corporation in collaboration with the San Francisco Redevelopment Agency and the Mayor's Office of Housing built a 93-unit, multifamily housing development (known as the Church Street Apartments) adjacent to one of the largest Muni hubs in San Francisco. The project includes an on-site child-care center and a computer learning center for residents, and is within walking distance of the neighborhood's many schools, stores, parks and libraries. BRIDGE Housing leveraged a TLC capital grant with other funding to enhance the streetscape in front of and around the new housing project. A neighborhood design committee, comprised of neighborhood association representatives, other residents and local merchants, worked closely with BRIDGE Housing's design team to prepare the streetscape design plan.

The streetscape design includes new lighting to improve pedestrian safety, additional trees and plantings to soften the urban landscape, and distinctive sidewalk paving to clearly delineate the path from the neighborhood to the Muni station. In addition, the design committee worked with local artists to design metal tree grates featuring images that reflect the history of the surrounding Duboce Triangle neighborhood.

Compact Development — The streetscape improvements directly support the affordable housing project. The neighborhood itself is an excellent example of a compact, mixed-use community that combines multiple transportation choices with multifamily residential buildings, a major grocery store, a post office, library, banks, restaurants and a number of other services.

Neighborhood Revitalization and Placemaking — The pedestrian-friendly amenities are intended to improve conditions for those who live, walk and bicycle near the Church Street Apartments and the surrounding neighborhood. The project amenities, such as improved lighting and landscaping and distinctive crosswalk paving, delineate a clear path of travel from the housing development to the neighborhood Muni light-rail station and the seven additional Muni bus lines that serve the neighborhood. The planned improvements will significantly improve the appearance of the area.



FUNDING

TLC Capital Grant: \$425,000

Local Match: \$55,000

PARTNERS

BRIDGE Housing Corporation

San Francisco

Redevelopment Agency


Mayor's Office of Housing

principle

5



support
neighborhood revitalization

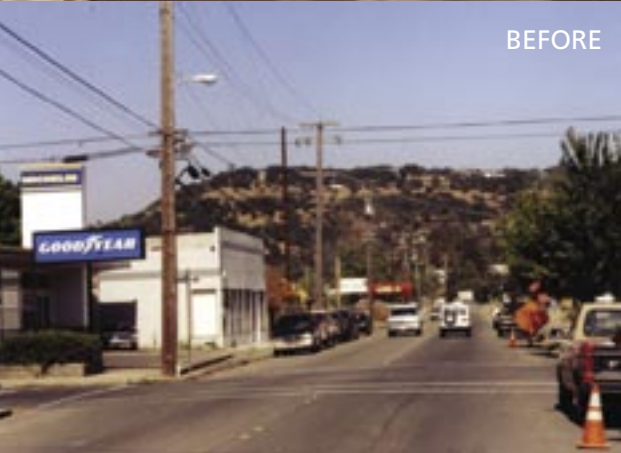


Upgrades to a neighborhood's physical environment not only improve the appearance of a community, but also create a stronger sense of place, boost civic pride and support future revitalization efforts. TLC projects typically include distinctive design features such as street trees and landscaping, pedestrian-scaled lighting, sidewalk bulb-outs for pedestrians and transit, textured crosswalks, community gathering places, traffic-calming features, and gateway arches, monuments and public art. These design features lend a sense of identity to a community, often drawing new visitors to the area and increasing neighborhood vitality. Indeed, when built in concert with a larger community development activity, TLC projects often act as a catalyst for new public and private investments in a neighborhood, creating economic growth and spurring revitalization.

and placemaking



AFTER



BEFORE

First Street Redesign Napa

Downtown Napa received a major facelift with the redesign of a portion of First Street from Soscol Avenue to COPIA, the American Center for Wine, Food and the Arts that opened in late 2001 a few blocks to the east. The project goal is to provide a strong pedestrian link between the historic downtown and the COPIA center. The street redesign reflects Napa's goal of preserving its heritage through the use of Victorian-style street lights, traditionally styled street furniture and appropriate landscape materials. New sidewalks, compliant with the Americans With Disabilities Act, will make it easier and safer to cross the railroad tracks. Bicycle lanes will link to the Napa River Trail, and bus turnouts and shelters will provide better access to public transit. This project leads the way for future public improvements to be made in conjunction with Napa's Flood Protection Project.

Neighborhood Revitalization and Placemaking —

Napa residents and property owners participated in three workshops to provide input into the development of the Soscol Avenue/Downtown Riverfront Design Guidelines. These guidelines and public comments from a subsequent workshop stressed the need for special landscaping, benches, bicycle lanes, intersection treatments, bus turnouts, entrance monuments and directional signage to strengthen pedestrian linkages between the river's oxbow and the historic downtown as well as bicycle connections to the Napa River Trail system.

Transportation Choices and Linkages — These improvements ultimately will link the sidewalks along First Street to the Napa River Trail, a planned five-mile trail that will run from Kennedy Park on the south to Trancas Street on the north, near COPIA.



AFTER



FUNDING

TLC Capital Grant: \$328,000

Local Match: \$85,000

PARTNERS

City of Napa

Napa Community
Redevelopment Agency

Georgia Street Extension

Vallejo

The vibrancy of Vallejo's waterfront faded when Mare Island Naval Shipyard activity began to decline after World War II and plans for a highway separating the waterfront and downtown emerged in the 1970s. While the highway was never built, the public library, city hall and main post office actually turned their backs on the waterfront to avoid facing the highway.

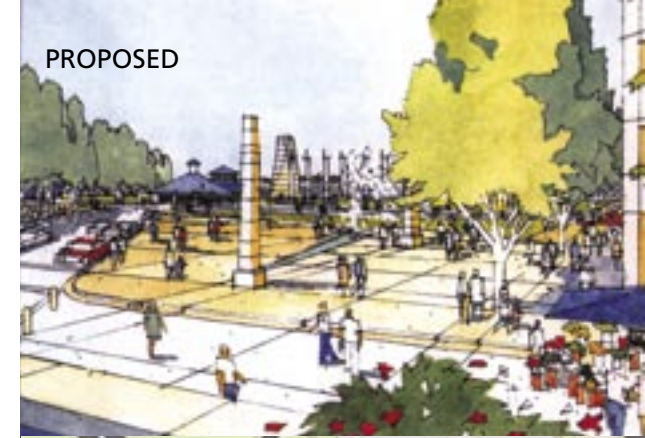


has undergone a redesign to create a more attractive social place for the community, ferry commuters and visitors alike.

Neighborhood Revitalization and Placemaking — Downtown Vallejo features a comfortable and safe pedestrian environment, but the area between Georgia and Santa Clara streets and the waterfront lacks a pedestrian orientation. It was essential that the design of Georgia Street include elements like street trees, pedestrian-scaled lighting and special pavement to enhance the pedestrian experience and make the area attractive. It also was important to provide new commercial and cultural attractions along the Georgia Street frontage to draw people and businesses to and from the waterfront and downtown.

Community Involvement — The Waterfront/Downtown Master Plan planning process was a four-month process that involved six advisory committee meetings. The 13-member advisory committee was comprised of stakeholders representing a broad cross-section of community interests and cultural concerns. They were responsible for assisting the city in defining the issues and vision, exploring concepts and thematic alternatives, and preparing the concept plan.

In 2000, the city and its citizen task force began a master plan effort to revitalize Vallejo's waterfront and create public spaces in the downtown. One key recommendation was to connect Georgia Street through Mare Island Way to reestablish the physical link between the waterfront and the downtown. Georgia Street is now designed with an attractive streetscape environment marked by a series of plazas and open space features for a variety of uses (including a farmer's market and coffee kiosks). In addition, the Unity Plaza area that extends from Branciforte Street to just east of Santa Clara Street



FUNDING

TLC Capital Grant: \$800,000

Local Match: \$103,700

PARTNERS

City of Vallejo

Waterfront/Downtown Design
Advisory Committee

PROPOSED



EXISTING



FUNDING

TLC Planning Grant: \$25,000

Local Match: \$6,000

TLC Capital Grant: \$2,500,000

Local Match: \$650,000

PARTNERS

City of Richmond

Contra Costa County
Redevelopment Agency



Third/Filbert Corridor Improvements

Richmond

With a TLC planning grant, city planners, officials and residents created an Urban Design and Transportation Plan to transform the North Richmond community into a vibrant neighborhood. To strengthen the neighborhood's character, the plan calls for gateway features at the approaches to North Richmond; construction of amenities such as pedestrian-scaled lights, street furnishings, transit shelters, trees and curb extensions; traffic-calming measures; and wider sidewalks to create more pedestrian- and bicycle-friendly environments. A TLC capital grant will help pay for a new landscaped median and bulb-outs on the county's portion of the Third/Filbert Street corridor to calm traffic and act as a gathering place for the community. In addition, the city will improve the corridor with new sidewalks, bulb-outs, landscaping and pedestrian amenities. As a long-term measure, creeks and trails will be linked to one another, to transportation facilities and to existing bicycle lanes via pedestrian and bicycle paths. New pedestrian and bicycle paths leading to Wildcat Creek and bus transit improvements also are proposed to help residents more easily access the community's recreational, educational and institutional services, including Shields-Reid Park, Verde Elementary School and 14 churches.

UNDER CONSTRUCTION



Neighborhood Revitalization and Placemaking — Planned pedestrian and bicycle routes, as well as a truck route to allow trucks to access the Richmond Parkway without passing through residential neighborhoods, will help improve neighborhood circulation. Furthermore, traffic-calming features such as lane narrowing, sidewalk widening and planting circles also will reduce speeding and promote pedestrian activity. Taken together, these improvements will help strengthen the identity of the neighborhood.

Land-Use Connections — The project aims to improve North Richmond by developing streets, parks, fields and plazas, and adding amenities that support existing community facilities and new economic activities. Part of the urban design plan includes identifying vacant lots and boarded-up housing parcels so the space can be used more efficiently and the level of home ownership in North Richmond can be increased.

Heart of Orinda Modifications

Orinda

When the city of Orinda started work on the renovation of the Orinda Community Center and construction of a new library, it critically evaluated the traffic circulation on downtown streets for vehicles, bicyclists and pedestrians, and looked at strategies to catalyze private investment in the heart of the city. The key problem in downtown Orinda is that the potentially vibrant civic/commercial core is not easily accessible to or from the Orinda BART station nor is it pedestrian friendly. With the help of a TLC capital grant, the city targeted its improvements on Orinda Way, a wide downtown arterial with high traffic speeds near the Orinda Senior



Village, Orinda Community Center and Library, and downtown grocery stores, retail and office/commercial buildings. Orinda Way was reconfigured to reduce vehicle speeds, improve pedestrian safety and enhance the pedestrian environment. The continual turn lane was removed to narrow the roadway, angled parking was added to increase on-street parking, the widths of travel lanes were reduced to calm traffic, and bulb-outs and enhanced pedestrian crosswalks were provided to increase pedestrian visibility and safety.

Neighborhood Revitalization and Placemaking — To complement the revitalization efforts in the heart of Orinda, key infrastructure improvements were implemented on Orinda Way. Slowing vehicular traffic and improving sidewalk areas to invite more foot traffic to local destinations such as the post office, community center and public library improved the walkability of Orinda Way. New signage to the Orinda BART station was added to better connect downtown Orinda and the station.

Land-Use Connections — The streetscape improvements along Orinda Way are part of the community's overall downtown revitalization effort as described in its Downtown Vision Plan. Directly adjacent to the improved streetscape is the recently renovated historic Community Center, a new public library with a beautifully landscaped pedestrian plaza and promenade, and new office and retail buildings.



FUNDING

TLC Capital Grant: \$436,000

Local Match: \$56,500

PARTNERS

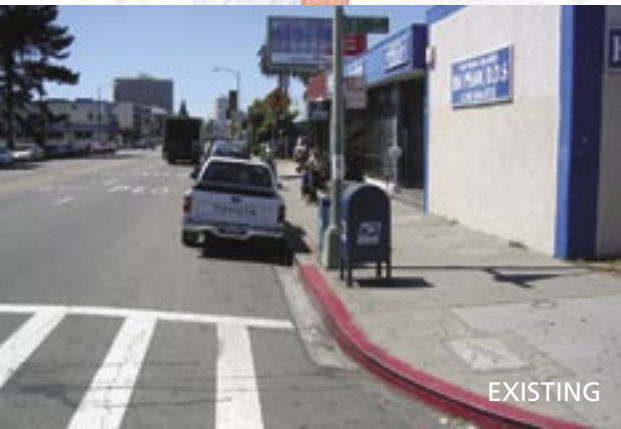
City of Orinda

Downtown Vision
Task Force

Friends of the Orinda Library



PROPOSED



EXISTING

EastLake Pedestrian Safety Improvements Oakland

EastLake, the commercial district along International Boulevard and East 12th Street, is a fast-growing, diverse community in Oakland. Over the past few years, the city and its local partners pursued several model programs, including model business and neighborhood jobs programs, to revitalize EastLake. One key element involved major upgrades to International Boulevard and East 12th Street to improve pedestrian safety and to create a vibrant neighborhood commercial-center identity for local merchants and residents. Both streets carry a high volume of traffic traveling at high speeds, but offer minimal pedestrian facilities and amenities to support travel from the adjacent residential neighborhood to the small businesses, restaurants and shops along the corridors.

With a TLC capital grant, the city is constructing pedestrian bulb-outs to reduce crossing distance and improve pedestrian visibility, and installing transit bulb-outs to improve AC Transit operations and facilitate the safe loading and unloading of bus passengers. To create a unique look for these two busy corridors, the streetscape design includes intersection and midblock planters with palm trees, new crosswalk paving, street trees, pedestrian-scaled lighting with banners, and transit amenities.

FUNDING

TLC Capital Grant: \$1,600,000

Local Match: \$1,300,000

PARTNERS

City of Oakland

East Bay Asian Local
Development Corporation

EastLake Merchants Association



Neighborhood Revitalization and Placemaking — The absence of distinctive streetscapes along International Boulevard and East 12th Street reinforced the vehicular character and scale of the corridors. The new streetscape and pedestrian enhancements will help improve the pedestrian environment, making the corridor more walkable and transit-friendly and encouraging more foot traffic to the local businesses.



Transportation Choices and Linkages — The pedestrian-oriented streetscape improvements on International Boulevard and East 12th will continue to support existing transit use as well as improve pedestrian safety, access and connectivity between the residential neighborhood and commercial core within the EastLake community.



Hesperian Corridor Streetscape Master Plan

San Lorenzo

A 1.5-mile segment of Hesperian Boulevard will be given a facelift to return the six-lane roadway to its previous glory as a main downtown thoroughfare. A series of community workshops and committee meetings to design a streetscape master plan for Hesperian Boulevard was undertaken to develop a unifying character for the entire corridor. To create a sense of place, an inviting streetscape with pedestrian-scaled lighting, wider sidewalks, new crosswalks, landscaped medians, street trees, shrubbery to screen parking, and seasonal banners on light posts is envisioned for Hesperian Boulevard. In addition, the paved areas around bus stops will be extended to increase the visibility of transit stops, provide a safe environment for transit riders and create space for community amenities like bus shelters and benches. A long-overdue, striped bicycle lane will be demarcated since the street is a designated bicycle route despite the absence of defined Class II bike lanes. Near the San Lorenzo Theater, an underutilized area will be transformed into a pedestrian plaza with landscaping, seating, bike racks and fountains to provide more opportunities for community gathering and people-watching.

Neighborhood Revitalization and Placemaking — The renovations to renew the “Main Street” character of Hesperian Boulevard are part of a larger site-specific planing effort to revitalize the San Lorenzo community, which is a designated County Redevelopment Project Area. Upgrades to pedestrian and bicycle facilities as well as the streetscape will help create a unique look and feel for Hesperian Boulevard.

Community Involvement — Three community workshops were held in the various stages of the design process to allow members of the public to voice their opinions and concerns. Attendance at the workshops ranged from a low of 30 to a high of 100 people. The Technical Advisory Committee, formed to direct plans toward satisfying various technical requirements, was comprised of representatives from the San Lorenzo Village Homes Association, the Alameda County Redevelopment, Planning and Public Works agencies, AC Transit, MTC, and business owners on Hesperian Boulevard.

Transportation Choices and Linkages — The planned pedestrian and bicycle route along Hesperian Boulevard links to adjacent bike routes, residential and commercial areas, Kennedy Park, AC Transit bus routes, San Lorenzo’s theater district, and other local destinations.



FUNDING

TLC Planning Grant: \$40,000

Local Match: \$78,300

PARTNERS

Alameda County
Redevelopment Agency

Alameda County Planning and
Public Works Agencies

San Lorenzo Village
Homes Association

AC Transit

PROPOSED



PROPOSED



FUNDING

TLC Planning Grant: \$50,000

Local Match: \$26,600

PARTNERS

City of Morgan Hill

Morgan Hill
Downtown Task Force



Neighborhood Revitalization and Placemaking — The downtown Morgan Hill environment caters to pedestrians, bicyclists and transit users, and city officials and business owners want the downtown area to feel safe and comfortable. Pedestrian-level streetlights will be installed in the area, traffic-calming measures will reduce the risk of collisions involving automobiles and pedestrians, and sidewalk extensions and street furniture will ease foot traffic. Overall, these proposed improvements would enhance the look and feel of the downtown, which will draw residents and visitors alike to the downtown area.



Land-Use Connections — Downtown Morgan Hill encourages and accommodates a wide array of uses. It is a residential district in addition to acting as a hub for social gatherings, fine dining, public celebrations and entertainment and shopping. The pedestrian-friendly neighborhood will encourage locals and visitors to walk to fulfill daily needs.



Transportation Choices and Linkages — The commuter rail station is located in the downtown Morgan Hill area, and restaurants, shops, community centers and other facilities are within a five-minute walk of the station. Monterey Road is a major thoroughfare to the downtown area from both the north and south, and serves as an alternative route to Highway 101.



Monterey Street Revitalization

Gilroy

The revitalization of downtown Gilroy is among the city's top priorities, particularly given the loss of the region's agricultural and food-processing industries. The city recognized that the first steps to downtown revitalization were to renovate the district's modest streetscape and better link the downtown to the nearby Caltrain station. Monterey Street, the main downtown retail corridor, did not have a distinct "Main Street" look or pedestrian orientation. Several sections of the street lacked sidewalks completely, making pedestrian travel through the retail district difficult.

In collaboration with the Gilroy Downtown Development Corporation, a nonprofit organization of merchants and property owners, the city applied for and subsequently received two TLC capital grants to invest in a comprehensive streetscape program. Many of the major streetscape improvements for Monterey Street are now complete, including widened sidewalks, new trees, pedestrian-scaled historic lighting, new benches and a widened and landscaped center median. Improvements to the final block of the project, between Sixth and Seventh streets, are under way, making this stretch the final link between the historic business district and the Caltrain station.



Neighborhood Revitalization and Placemaking — Physical upgrades such as new landscaped medians, street trees, pedestrian-scaled lighting and benches and other pedestrian amenities will define the pedestrian orientation and identity of Monterey Street, as well as support the city's larger effort to revitalize downtown Gilroy.

Community Involvement — The streetscape design for Monterey Street was an outcome of a collaborative community participation effort, including several community meetings in one of the downtown's vacant storefronts, virtual tours of Gilroy's downtown using digital photography, and a visual preferences survey.



FUNDING

TLC Capital Grants: \$2,000,000

Local Match: \$1,700,000

PARTNERS

City of Gilroy

Gilroy Downtown
Development Corporation



PROPOSED



EXISTING

Bay Road Traffic Calming

East Palo Alto

East Palo Alto's commitment to a revitalized downtown resulted in a plan to create a "Heart of the City" to serve as the core commercial district, with a variety of retail, restaurant, service and civic uses. To implement this vision for the Ravenswood business district, community members recognized that improving pedestrian and transit access to the area, as well as making it more attractive, was essential. Thus, the city and its partners conducted a series of community meetings to solicit input on improvements that would transform Bay Road between University Avenue and Clarke Avenue into an attractive gateway into the business district. With the help of a TLC grant, the city will implement extensive improvements on Bay Road, including: new bicycle lanes; wider sidewalks and enhanced bus stops; pedestrian bulb-outs; center medians; and possibly a traffic circle and raised crosswalks at Bay Road/Clarke Avenue to improve pedestrian safety and calm traffic. This capital project will help to support new housing developments such as the Nugent Square Apartments (see page 34), and act as a catalyst for future redevelopment activities within the downtown area.



EXISTING

FUNDING

TLC Capital Grant: \$700,000

Local Match: \$120,000

PARTNERS

City of East Palo Alto

City of East Palo Alto
Redevelopment Agency

Ravenswood Shores
Business District, LLC



Neighborhood Revitalization and Placemaking — The Bay Road pedestrian and traffic-calming improvements are intended to facilitate walking and transit trips in the downtown core. Improvements such as landscaped medians and pedestrian bulb-outs will make the area more attractive and inviting for both users and future development. Overall, the improvements will create a strong sense of place in the Ravenswood business district.



Land-Use Connections — The streetscape improvement efforts are part of a larger effort to revitalize the Ravenswood business district. The East Palo Alto community hopes that enhanced streetscape infrastructure will attract more retail and residential development.



Laurel Street/San Carlos Avenue Pedestrian Enhancements

San Carlos

The city, along with local merchants and business owners in San Carlos' downtown district, has long sought to improve the look and feel of the downtown to promote economic development and revitalization. In 1992, the city council adopted the Downtown San Carlos Streetscape Master Plan to identify a series of capital improvements to make the downtown streets more pedestrian-friendly and to create a downtown identity. With the help of a TLC capital grant, the city implemented improvements along Laurel Street and San Carlos Avenue, including new street pavement, curbs and gutters, 10-foot-wide sidewalks, street trees, pedestrian-scaled lights, street banners, and decorative mid-block crosswalks and bulb-outs, as well as a landscaped traffic median on San Carlos Avenue. These pedestrian improvements help facilitate foot traffic through the downtown, and link the downtown to the nearby Caltrain station and residential neighborhoods. In the coming years, the city plans to redevelop the downtown with new housing and commercial/retail uses.



Neighborhood Revitalization and Placemaking — Streetscape improvements to Laurel Street and San Carlos Avenue enhance the pedestrian environment, allowing pedestrians to feel comfortable walking to retail, office and commercial establishments within the downtown. The landscaped bulb-outs, widened sidewalks with new trees and pedestrian-scaled lighting and clearly delineated crosswalks are all intended to calm traffic, make the area safer for pedestrians and create a unique “Main Street” identity for the downtown.

Transportation Choices and Linkages — The pedestrian enhancements directly support the adjacent mixed-use and pedestrian-oriented housing, as well as serve as a direct link to the nearby Caltrain station.



FUNDING

TLC Capital Grant: \$650,000

Local Match: \$2,700,000

PARTNERS

City of San Carlos

San Carlos Redevelopment Agency



San Anselmo Downtown Revitalization

San Anselmo

The economic health of downtown San Anselmo slowly deteriorated during the 1980s when a new major shopping center was built elsewhere in the county, and a second shopping center was significantly renovated. These shopping centers drew customers and visitors away, resulting in vacant storefronts and a lifeless downtown. With a mission to revitalize the downtown, the city and community joined forces to prepare a conceptual streetscape plan, with a focus on improving pedestrian accessibility and establishing stronger links to local transit. Using a TLC capital grant, the city implemented a series of improvements, including a downtown gateway marker by Sir Francis Drake Boulevard. The streetscape was improved with street trees, historic lighting, wood benches, bicycle racks and sidewalks incorporating colored pavers. The identity of the downtown is celebrated through banners and welcome signs incorporating historic design themes and a new town logo. An existing transit hub and shelters were renovated, and new lighting and bike racks were added.



FUNDING

TLC Capital Grant: \$200,000

Local Match: \$26,000

PARTNERS

Town of San Anselmo

San Anselmo 2000 Steering Committee

Ross Valley Chamber of Commerce



Neighborhood Revitalization and Placemaking — The city and the community worked closely to ensure that the design improvements reflected the “small town” feel they wanted for their downtown. Design features such as historic lighting structures, wood transit arbors and town banners created an old town ambience and established a distinct downtown identity.

Community Involvement — The community planning process for this project began in 1994. More than a dozen meetings were held to solicit input and develop the concept plan. The planning process was led by a formal steering committee, comprised of residents, business owners, city council members, the town administrator and a volunteer coordinator.

Grant Avenue Renovations

Novato

Novato residents formed an ad hoc committee charged with reestablishing downtown Novato as the heart of the community. A key component of the specific plan for the downtown area is the revitalization of Grant Avenue — the main thoroughfare through the city center. Heavily traveled by both pedestrians and vehicles, Grant Avenue had fallen into a state of disrepair over the years. Leveraging TLC capital funds with an infusion of local funds, the city will be able to vastly improve the streetscape of seven blocks of Grant Avenue.

New transit center shelters, pedestrian bulb-outs, trees, paving, pedestrian-scaled lighting and bicycle racks will encourage more pedestrian and transit trips in the area. Grant Avenue is flanked by thriving local businesses, retail, restaurants and cafes, and recently constructed affordable housing and mixed-use developments. With the streetscape and transit station improvements, downtown Novato will be transformed into a truly transit-oriented, mixed-use community.



Neighborhood Revitalization and Placemaking — Residents of Novato wanted to create a more walkable, pedestrian-friendly downtown with a small-town feel. By using innovative planning techniques such as pedestrian bulb-outs, street trees and pedestrian-scaled lighting, they are working to create a much more inviting area for pedestrians and bicyclists alike. In addition, historic-style banner poles will reinforce a distinct sense of place in the downtown area.

Community Involvement — The Grant Avenue streetscape improvements are the culmination of an extensive, collaborative planning process that began five years ago and resulted in the Downtown Novato Specific Plan. A steering committee was established, and multiple community walking tours and public meetings provided all members of the community with an opportunity to participate.



FUNDING

TLC Capital Grants: \$1,130,000

Local Match: \$8,800,000



PARTNERS

City of Novato

Novato Downtown Old Town
Business Association







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METROPOLITAN
TRANSPORTATION
COMMISSION

MTC wishes to acknowledge the contributions of three key individuals. Commissioner James P. Spering and former MTC Executive Director Lawrence D. Dahms were instrumental in developing a transportation/land-use policy for the agency in 1996, which was a precursor to the creation of the TLC program in 1998. As Commission chair and lead staff, respectively, Spering and Dahms jointly conceived and then championed the TLC program, contributing greatly to its success. Another key contributor was former MTC planner Karen Frick, who, as TLC project manager, launched the program and quickly established it as an innovative and effective tool to help Bay Area localities link transportation and land-use policies in their communities.

MTC recognizes these early leaders of the TLC program, and thanks them for their contributions.

acknowledgments



**METROPOLITAN
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